

# **EXHIBIT B**

## **ENVIRONMENTAL DOCUMENTS**

ENV-2021-4938-SCEA

Attachments







## **6521 S. Sepulveda Boulevard Project**

### **Case Number: ENV-2021-4938-SCEA**

**Project Location:** 6501-6521 S. Sepulveda Boulevard and 6502-6520 S. Arizona Avenue, Los Angeles, CA 90045

**Community Plan Area:** Westchester-Playa del Rey

**Council District:** 11 – Mike Bonin

**Project Description:** The Project Site is currently improved with a single-story, multi-tenant commercial plaza and a single-story, multi-tenant industrial/mixed-use building, containing approximately 22,222 square feet of commercial use and 1,778 square feet of restaurant use, an approximately 7,760-square-foot diner (Dinah's Family Restaurant), a small locksmith shop, and associated surface parking. With the exception of the existing Dinah's Family Restaurant building on the Project Site (that would be preserved and renovated in place) and some existing signage, the Project includes demolition and removal of all existing structures from the Project Site and development of the site with an eight-story, 362-unit multi-family residential building, with approximately 3,700 square feet of ground-floor restaurant space fronting Sepulveda Boulevard. Of the 362 proposed units, 41 would be restricted to Very Low Income households. The proposed new building would total approximately 365,623 square feet, which along with the existing Dinah's Family Restaurant, would result in a floor area ratio (FAR) of 3.85:1, and would reach 96 feet and 4 inches in height as measured to the top of the elevator structure. The Project would retain the majority of the Dinah's Family Restaurant building, including its character-defining features and materials. The building would continue to house a restaurant program, and previous alterations, including non-historic blue awnings on the east façade, would be removed. New mechanical, electrical, and plumbing (MEP) systems would be installed in order to minimize the need for obtrusive rooftop equipment. A small portion at the rear of the restaurant building would be removed to make way for the integration of the remainder of the Project. New structural columns would also be installed in the west half of the building, which consists of back-of-house space, to support the section of the new mixed-use building that would cantilever over the back portion of the restaurant. The restaurant's pylon sign nearest the building at the northeast corner along Sepulveda Boulevard would be retained in place. Due to their locations on the Project Site, the other two Dinah's signs would not be retained in their current locations. The bucket sign near the northwest end of the restaurant building would be relocated and incorporated into the Project in a different location on site. Additionally, the pole sign at the corner of Arizona Avenue and Centinela Avenue would be removed and either stored or donated to a local sign museum. The Project would require the export of approximately 30,000 cubic yards of soil. The Project Applicant is requesting the following entitlements: 1) Conditional Use (CU) pursuant to Section 12.24 U.26 of the LAMC for a Density Bonus of 50 percent, which is greater than the Density Bonus authorized by Section 12.22 A.25 of the LAMC; 2) Density Bonus (DB) pursuant to Section 12.22 A.25 of the LAMC for a Density Bonus project with three Off-Menu Incentives: a. FAR increase from 1.5:1 to 3.85:1; b. Open Space reduction of 26 percent; and c. Reduction of Space between Buildings from 32 feet to 0 feet; 3. Site Plan Review (SPR) pursuant to Section 16.05 of the LAMC for a project that results in the creation of greater than 50 net new residential dwelling units; 4) Waiver of Dedication and Improvement (WDI) pursuant to Section 12.37 I.3 of the LAMC to waive the 18-foot dedication requirement and the 8-foot roadway widening improvement requirement along Sepulveda Boulevard, as well as the 1-foot roadway widening improvement requirement along Arizona Avenue; and 5) Sustainable Communities Environmental Assessment (SCEA), pursuant to California Public Resources Code Sections 21155 and 21155.2 as the environmental clearance for the Project.

**PREPARED FOR:**

City of Los Angeles  
Department of City Planning

**PREPARED BY:**

CAJA Environmental Services  
9410 Topanga Canyon  
Boulevard, Suite 101  
Chatsworth, CA 91311

**APPLICANT:**

FRH Realty, LLC  
5355 Mira Sorrento Place,  
Suite 100  
San Diego, CA 92121

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**April 2022**

# 1 INTRODUCTION

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

## 1.1 PROJECT DESCRIPTION SUMMARY

With the exception of the existing Dinah's Family Restaurant building on the Project Site (that would be preserved and renovated in place) and some existing signage, the Project includes demolition and removal of all existing structures from the Project Site and development of the site with an eight-story, 362-unit multi-family residential building, with approximately 3,700 square feet of ground-floor restaurant space fronting Sepulveda Boulevard. Of the 362 proposed units, 41 would be restricted to Very Low Income households. The proposed new building would total approximately 365,623 square feet, which along with the existing Dinah's Family Restaurant, would result in a floor area ratio (FAR) of 3.85:1, and would reach 96 feet and 4 inches in height as measured to the top of the elevator structure.

The Project would retain the majority of the Dinah's Family Restaurant building, including its character-defining features and materials. The building would continue to house a restaurant program, and previous alterations, including non-historic blue awnings on the east façade, would be removed. New mechanical, electrical, and plumbing (MEP) systems would be installed in order to minimize the need for obtrusive rooftop equipment. A small portion at the rear of the restaurant building would be removed to make way for the integration of the remainder of the Project. New structural columns would also be installed in the west half of the building, which consists of back-of-house space, to support the section of the new mixed-use building that would cantilever over the back portion of the restaurant.

The restaurant's pylon sign nearest the building at the northeast corner along Sepulveda Boulevard would be retained in place. Due to their locations on the Project Site, the other two Dinah's signs would not be retained in their current locations. The bucket sign near the northwest end of the restaurant building would be relocated and incorporated into the Project in a different location on site. Additionally, the pole sign at the corner of Arizona Avenue and Centinela Avenue would be removed and either stored or donated to a local sign museum.

The Project Applicant is requesting the following entitlements:

1. **Conditional Use (CU) pursuant to Section 12.24 U.26 of the LAMC** for a Density Bonus of 50 percent, which is greater than the Density Bonus authorized by Section 12.22 A.25.
2. **Density Bonus (DB) pursuant to Section 12.22 A.25 of the LAMC** for a Density Bonus project with three Off-Menu Incentives:
  - a. FAR increase from 1.5:1 to 3.85:1.
  - b. Open Space reduction of 26 percent.
  - c. Reduction of Space between Buildings from 32 feet to 0 feet.
3. **Site Plan Review (SPR) pursuant to Section 16.05 of the LAMC** for a project that results in the creation of greater than 50 net new residential dwelling units.
4. **Waiver of Dedication and Improvement (WDI) pursuant to Section 12.37 I.3 of the LAMC** to waive the 18-foot dedication requirement and the 8-foot roadway widening improvement requirement along Sepulveda Boulevard, as well as the 1-foot roadway widening improvement requirement along Arizona Avenue.
5. **Sustainable Communities Environmental Assessment (SCEA), pursuant to California Public Resources Code Sections 21155 and 21155.2.**

Additionally, pursuant to various sections of the City's Code, the Applicant will request approvals and permits from various City Department (and other municipal agencies) for Project construction actions including, but not limited to: demolition, excavation, shoring, grading, foundation, building and tenant improvements, and haul route approval.

Lead Agency: City of Los Angeles Department of City Planning  
200 North Spring Street, Room 763  
Los Angeles, CA 90012

City Staff Contact: More Song, Planning Assistant

Project Applicant: FRH Realty, LLC  
5355 Mira Sorrento Place, Suite 100  
San Diego, CA 92121

## **1.2 BACKGROUND INFORMATION ON SENATE BILL 375 AND THE SCEA**

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

The Southern California Association of Governments (SCAG) is the MPO for the County of Los Angeles (along with the Counties of Imperial, San Bernardino, Riverside, Orange, and Ventura). The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) is SCAG’s most recent RTP/SCS. The 2020-2045 RTP/SCS is a long-range visioning plan for the six-county SCAG region that highlights the existing land use and transportation conditions throughout the SCAG region and forecasts how the plan will meet the region’s transportation needs between 2020 and 2045, as well as achieve CARB’s GHG emissions reduction targets. Specifically, the 2020-2045 RTP/SCS identifies and prioritizes expenditures of anticipated funding for transportation projects of all transportation modes: highways, streets and roads, transit, rail, bicycle and pedestrian, as well as aviation ground access. It also includes a set of visions, goals, objectives, policies, and performance measures developed through public and stakeholder outreach sessions across SCAG’s region. On September 3, 2020, SCAG’s Regional Council formally adopted the 2020-2045 RTP/SCS. On October 30, 2020, CARB officially determined that the 2020-2045 RTP/SCS would achieve CARB’s 2035 GHG emission reduction target.

SB 375 allows the City, acting as lead agency, to prepare a SCEA as the environmental CEQA clearance for “transit priority projects” (as described below) that are consistent with SCAG’s 2020-2045 RTP/SCS.

### 1.3 TRANSIT PRIORITY PROJECT CRITERIA

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

1. Is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the SCAG 2016-2040 RTP/SCS and 2020-2045 RTP/SCS;
2. Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
3. Provides a minimum net density of at least 20 units per acre; and
4. Is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

### 1.4 SCEA PROCESS AND STREAMLINING PROVISIONS

Qualifying TPPs that have incorporated all feasible mitigation measures and performance standards or criteria set forth in all prior applicable environmental impact reports (EIRs) (i.e., SCAG's 2020-2045 RTP/SCS Program EIR) and that are determined to not result in significant and unavoidable environmental impacts may be approved with a SCEA. The specific substantive and procedural requirements for the approval of a SCEA include the following:

1. An initial study shall be prepared for a SCEA to identify all significant impacts or potentially significant impacts, except for the following:
  - a. Growth-inducing impacts, and
  - b. Project-specific or cumulative impacts from cars and light trucks on global warming or the regional transportation network.<sup>1</sup>

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

2. The initial study shall identify any cumulative impacts that have been adequately addressed and mitigated in a prior applicable certified EIR. Where the lead agency determines the impact has been adequately addressed and mitigated, the impact shall not be cumulatively considerable.
3. The SCEA shall contain mitigation measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in the initial study.
4. A draft of the SCEA shall be circulated for a public comment period not less than 30 days, and the lead agency shall consider all comments received prior to acting on the SCEA.
5. The SCEA may be approved by the lead agency after the lead agency's legislative body or designee conducts a public hearing, reviews comments received, and finds the following:
  - a. All potentially significant or significant effects required to be identified in the initial study have been identified and analyzed, and
  - b. With respect to each significant effect on the environment required to be identified in the initial study, either of the following apply:
    - i. Changes or alternations have been required in or incorporated into the project that avoid or mitigate the significant effects to a level of insignificance.
    - ii. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
6. The lead agency's decision to review and approve a TPP with a SCEA shall be reviewed under the substantial evidence standard.

## 1.5 REQUIRED FINDINGS

Based on the information contained in Section 2 (Project Description), Section 3 (SCEA Criteria and Transit Priority Project Consistency Analysis), Section 4 (Applicability of Mitigation Measures from Prior EIRs), and Section 5 (Sustainable Communities Environmental Impact Analysis) of this document, the City finds that preparation of a SCEA in accordance with Public Resources Code Section 21155.2(b) is appropriate for the Project for the following reasons:

- The Project is consistent with the general use designations, density, building intensity, and applicable policies specified for the area of the Project Site in the 2020-2045 RTP/SCS prepared by SCAG, which is the MPO for the City.
- The State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted SCAG's determination that the sustainable communities strategy adopted by SCAG in the 2020-2045 RTP/SCS would, if implemented, achieve the greenhouse gas emissions reduction targets.
- The Project qualifies as a transit priority project pursuant to Public Resources Code Section 21155 in that the Project contains more than 50 percent residential use; provides a minimum net density greater than 20 units an acre; and is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan;
- The Project is a residential or mixed-use project as defined by Public Resources Code Section 21159.28(d);
- The Project incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior environmental reports and adopted findings made pursuant to Public Resources Code Section 21081, including the 2020-2045 RTP/SCS Program Environmental Impact Report (Program EIR);
- All potentially significant or significant effects required to be identified and analyzed pursuant to the California Environmental Quality Act (CEQA) in an initial study have been identified and analyzed in an initial study; and
- As outlined in detail in Section 5 (Sustainable Communities Environmental Impact Analysis) changes or alterations have been required in or incorporated into the Project that avoid or mitigate the significant effects to a level of less than significant.



## 1.6 ORGANIZATION OF THE SCEA

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

**Section 1. Introduction:** This section provides introductory information about the Project and background information regarding SB 375, lists the TPP criteria, and describes the required content of the SCEA.

**Section 2. Project Description:** This section provides a detailed description of the environmental setting and the Project, including Project characteristics and environmental setting.

**Section 3. SCEA Criteria and Transit Priority Project Consistency:** This section includes a discussion of the Project's consistency with the TPP criteria listed above and demonstrates that the Project satisfies all necessary criteria for approval of a SCEA as set forth in California Public Resources Code Sections 21155 and 21155.2.

**Section 4. Applicability of Mitigation Measures from Prior EIRs:** This section identifies all of the mitigation measures contained in the Mitigation Monitoring and Reporting Program (MMRP) for SCAG's 2020-2045 RTP/SCS Program EIR and a discussion of the applicability of the mitigation measures to the Project.

**Section 5. Sustainable Communities Environmental Impact Analysis:** Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of Project-specific and cumulative impacts associated with each subject area. Where the evaluation identifies potentially significant effects, as identified on the Checklist, mitigation measures are provided to reduce such impacts to less-than-significant levels.

**Section 6. Project Mitigation Measures:** This section lists the mitigation measures (if any) identified in Section 4 that the City has determined apply to the Project and in Section 5 that are required to ensure that Project impacts would be less than significant.

**Section 7. Preparers of the SCEA:** This section identifies the parties involved in preparation of the SCEA.

**Appendices:** Includes various documents, technical reports, and information used in preparation of the SCEA and can be found in the case file for ENV-2021-4938-SCEA of the Department of City Planning.

## 2 PROJECT DESCRIPTION

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### 2.1 ENVIRONMENTAL SETTING

The 96,030-square-foot (2.205-acre) Project Site is located at 6501-6521 S. Sepulveda Boulevard and 6502-6520 S. Arizona Avenue in the Westchester-Playa del Rey Community Plan area of the City of Los Angeles (City). The Assessor Parcel Numbers (APNs) for the Project Site are 4110-001-006, 4110-001-007, and 4110-001-024. The Project Site is bounded by an undeveloped parcel and Centinela Avenue to the north, a surface parking lot associated with a hotel to the south, Arizona Avenue to the west, and Sepulveda Boulevard to the east. The regional context for the Project Site is shown on Figure 2-1. The boundaries of the Project Site are shown on Figure 2-2. The northern portion of the Project Site is currently improved with a single-story, multi-tenant commercial plaza and a single-story, multi-tenant industrial/mixed-use building containing a total of approximately 22,222 square feet of commercial space and 1,778 square feet of restaurant space, as well as a small locksmith shop, all with associated surface parking. The southern portion of the site is improved with an existing approximately 7,760-square-foot diner (Dinah's Family Restaurant) and associated surface parking.

The existing Dinah's Family Restaurant is a one-story structure constructed in 1957. Dinah's is eligible for listing in the California Register of Historical Places (California Register) and as a Los Angeles Historic-Cultural Monument.

Vehicular access at the site is provided by three two-way driveway cuts, one on Sepulveda Boulevard and two on Arizona Avenue. Regional access to the Project Site is provided via Interstate 405, located approximately 300 feet east of the site.







### Legend



Project Site

Source: Google Maps 2021.

Figure 2-2  
Aerial Photo of the Project Site

There are six trees located on the Project Site, five of which are alive. These include the following:<sup>1</sup>

- 2 carrotwood (*Cupaniopsis aracardioides*)
- 1 yellow pine (*Podocarpus macrophyllus*)
- 1 Mexican fan palm (*Washington robusta*)
- 1 pygmy date palm (*Phoenix roebelenii*)

Additionally, there are three private trees located off site but adjacent to the Project Site that could be affected by the Project. These include the following:

- 1 southern magnolia (*Magnolia grandiflora*)
- 2 Brisbane box (*Lophostemon conferta*)

None of the on-site or off-site trees is considered a “protected tree or shrub,” as defined by the City.<sup>2</sup>

The Project Site is zoned C4-1 (Commercial Zone, Height District 1) with a General Plan land use designation of General Commercial (refer to Figures 2-3 and 2-4, respectively). The Project Site is also located within the boundaries of the Los Angeles Coastal Transportation Corridor Specific Plan and a Transit Priority Area.

The greater Project Site area is highly urbanized with surrounding parcels consisting of a variety of mid- to high-intensity commercial, industrial, and residential uses. To the south, parcels fronting Sepulveda Boulevard are similarly zoned and designated C4-1 and General Commercial, respectively. The lot abutting the Project Site to the south is improved with a four-story 133-unit hotel (Extended Stay America) with associated surface parking. Continuing south along the westerly Sepulveda Boulevard frontage is a four-story warehouse building (Public Storage); an eight-story (91 feet tall), 180-unit multi-family residential building; and a five-story (92 feet tall), 176-unit multi-family residential building (currently under construction). To the east across Sepulveda Boulevard, lots are zoned C2-1 (Commercial Zone, Height District 1), with a General Plan land use designation of Regional Commercial. The northern portion of these lots is improved with an approximately nine-story (150 feet tall) office building, and the southern portion of these lots is improved with the Howard Hughes Center. To the west across Arizona Avenue, lots are zoned [Q]M1-1VL (Qualified Condition, Limited Industrial Zone, Height District 1), with a General Plan land use designation of Limited Industrial.

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<sup>1</sup> City of Los Angeles Tree Inventory Report Dinah's Restaurant, Cy Carlberg, March 25, 2021. Refer to Appendix A.

<sup>2</sup> Protected trees and shrubs as defined by the City include oak trees (*Quercus spp.*) and Southern California black walnut trees (*Juglans californica*), western sycamore trees (*Platanus racemosa*), California bay trees (*Umbellularia californica*), Mexican elderberry shrubs (*Sambucus Mexicana*), and toyon (*Heteromeles arbutifolia*).



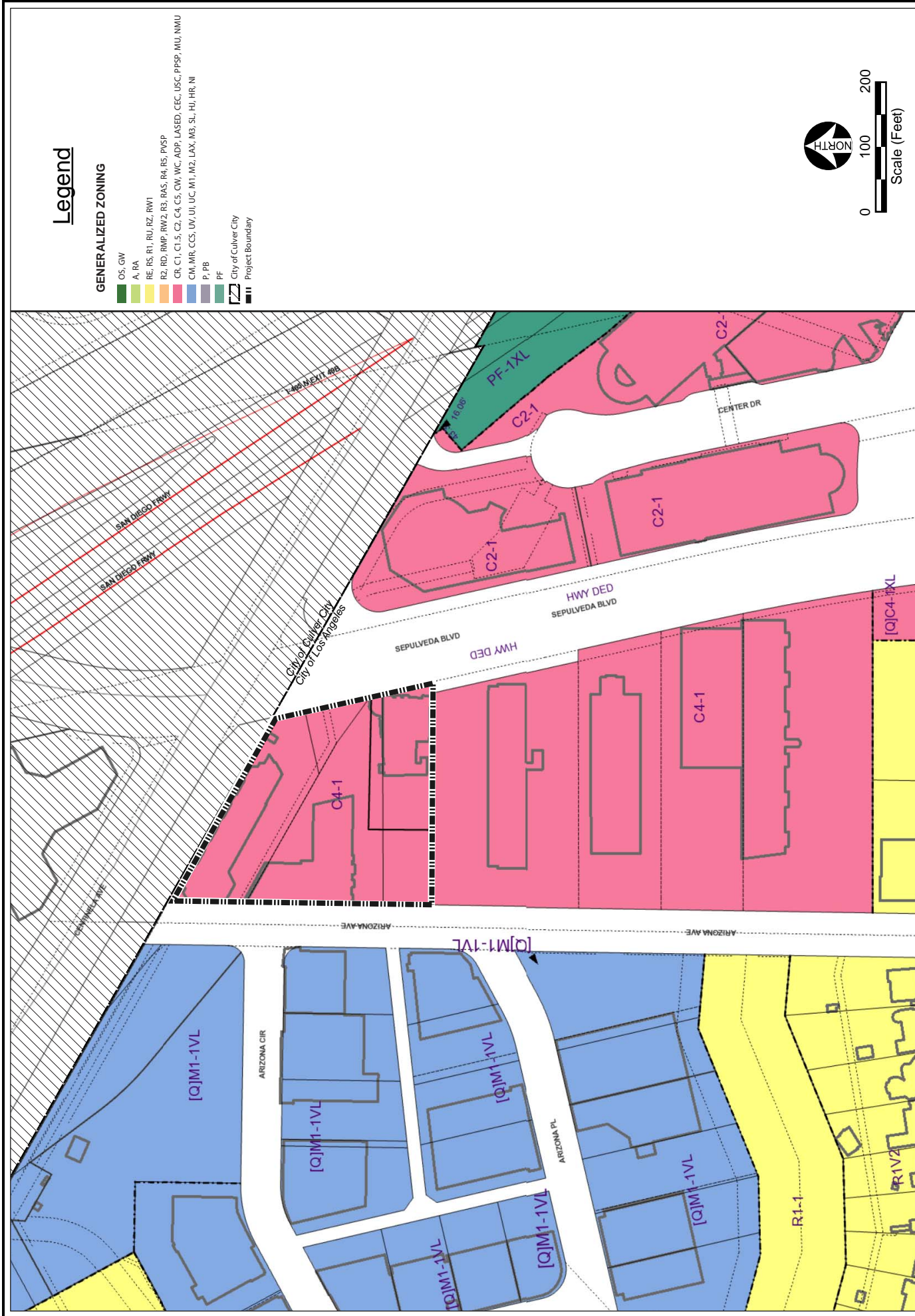
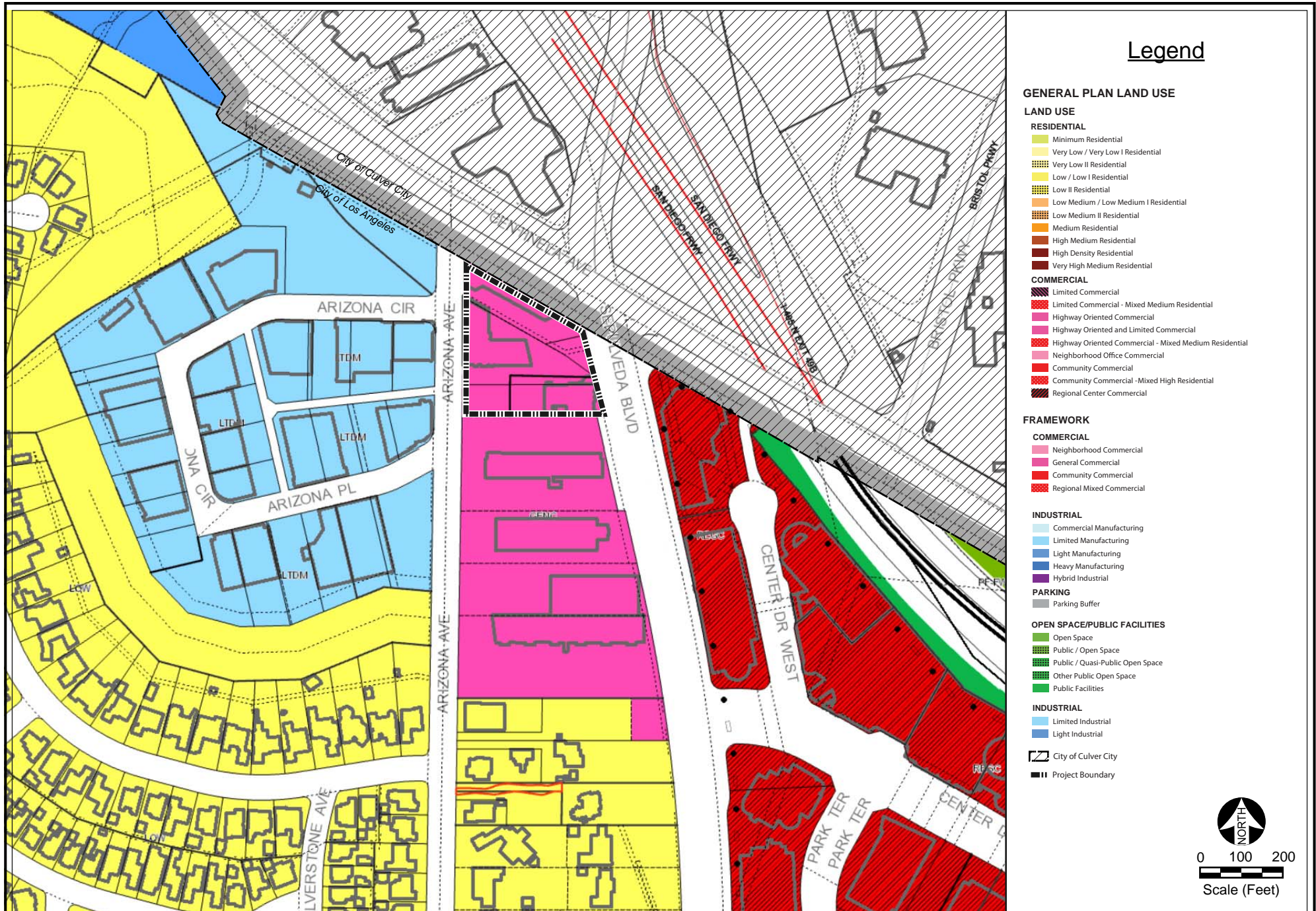


Figure 2-3  
Existing Zoning





The area to the west of the Project Site is predominantly characterized by single-story industrial and commercial buildings occupied by a wide array of uses, such as office, creative office, medical office, warehouse/storage, and restaurant, as well as expansive surface parking. To the north, the Project Site abuts an unimproved lot in the City of Culver City that is zoned and designated for transportation infrastructure purposes.

## 2.2 DESCRIPTION OF PROJECT

With the exception of the Dinah's Family Restaurant building (which would be preserved and renovated in place) and some existing signage (discussed below), the Project includes demolition and removal of all existing structures from the Project Site and development of the site with an eight-story, 362-unit multi-family residential building, with approximately 3,700 square feet of ground-floor restaurant space fronting Sepulveda Boulevard. Of the 362 proposed units, 41 would be restricted to Very Low Income households. The proposed new building would total approximately 365,623 square feet, which along with the existing Dinah's Family Restaurant, would result in a floor area ratio (FAR) of 3.85:1, and would reach 96 feet and 4 inches in height as measured to the top of the elevator structure. Project plans are shown on Figures 2-5 through 2-22. Table 2-1 includes a breakdown of the types and numbers of dwelling units included in the proposed residential building.

The Project would retain the majority of the Dinah's Family Restaurant building, including its character-defining features and materials described in the *Historical Resources Technical Report* prepared for the Project and included in Appendix C. The building would continue to house a restaurant program, and previous alterations, including non-historic blue awnings on the east façade, would be removed. New mechanical, electrical, and plumbing (MEP) systems would be installed in order to minimize the need for obtrusive rooftop equipment.

A small portion at the rear of the restaurant building (587 square feet, comprising the take-out department, which was added in 1959 and is not character-defining) would be removed to make way for the integration of the remainder of the Project. New structural columns would also be installed in the west half of the building, which consists of back-of-house space, to support the section of the new mixed-use building that would cantilever over the back portion of the restaurant.



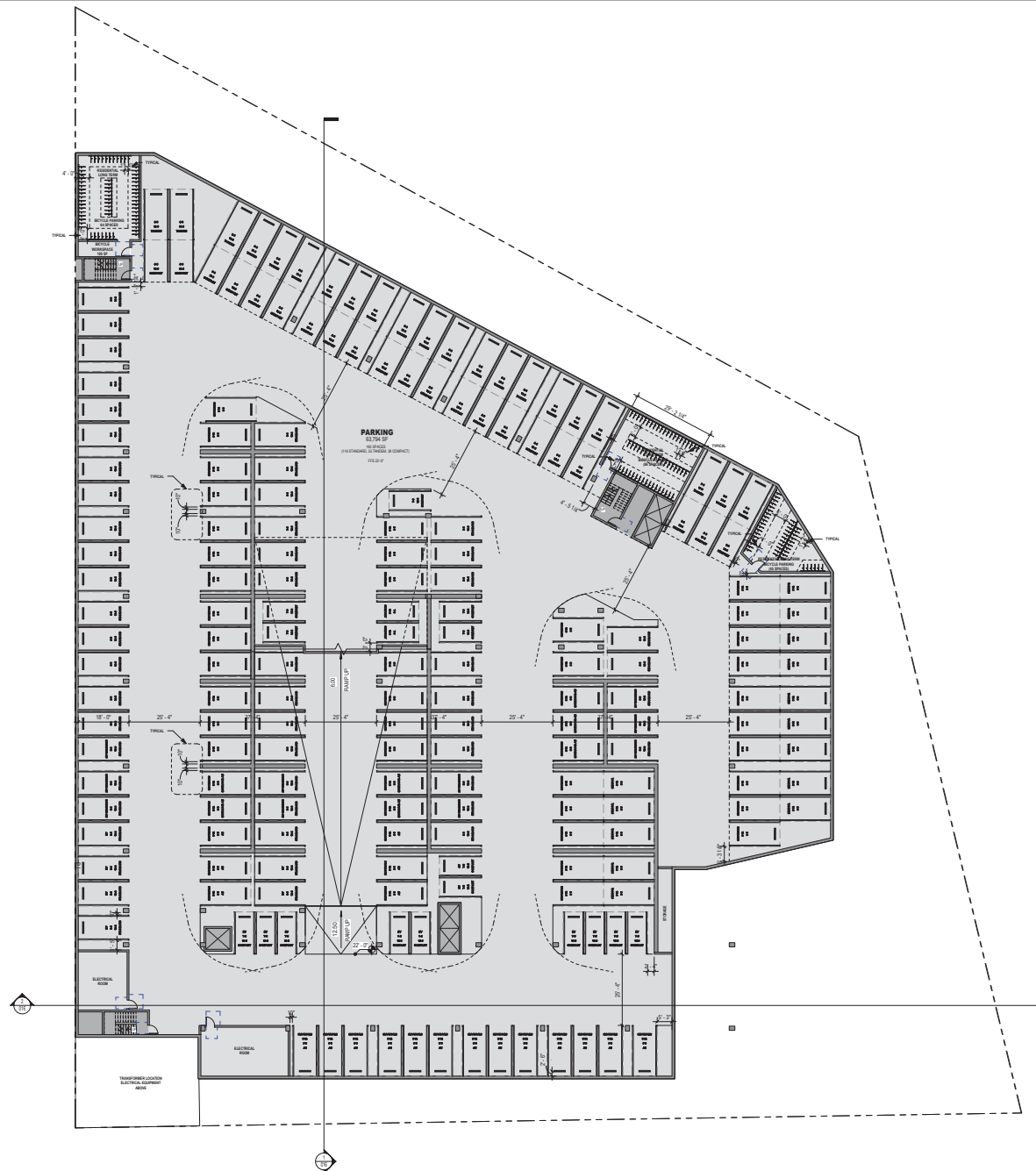
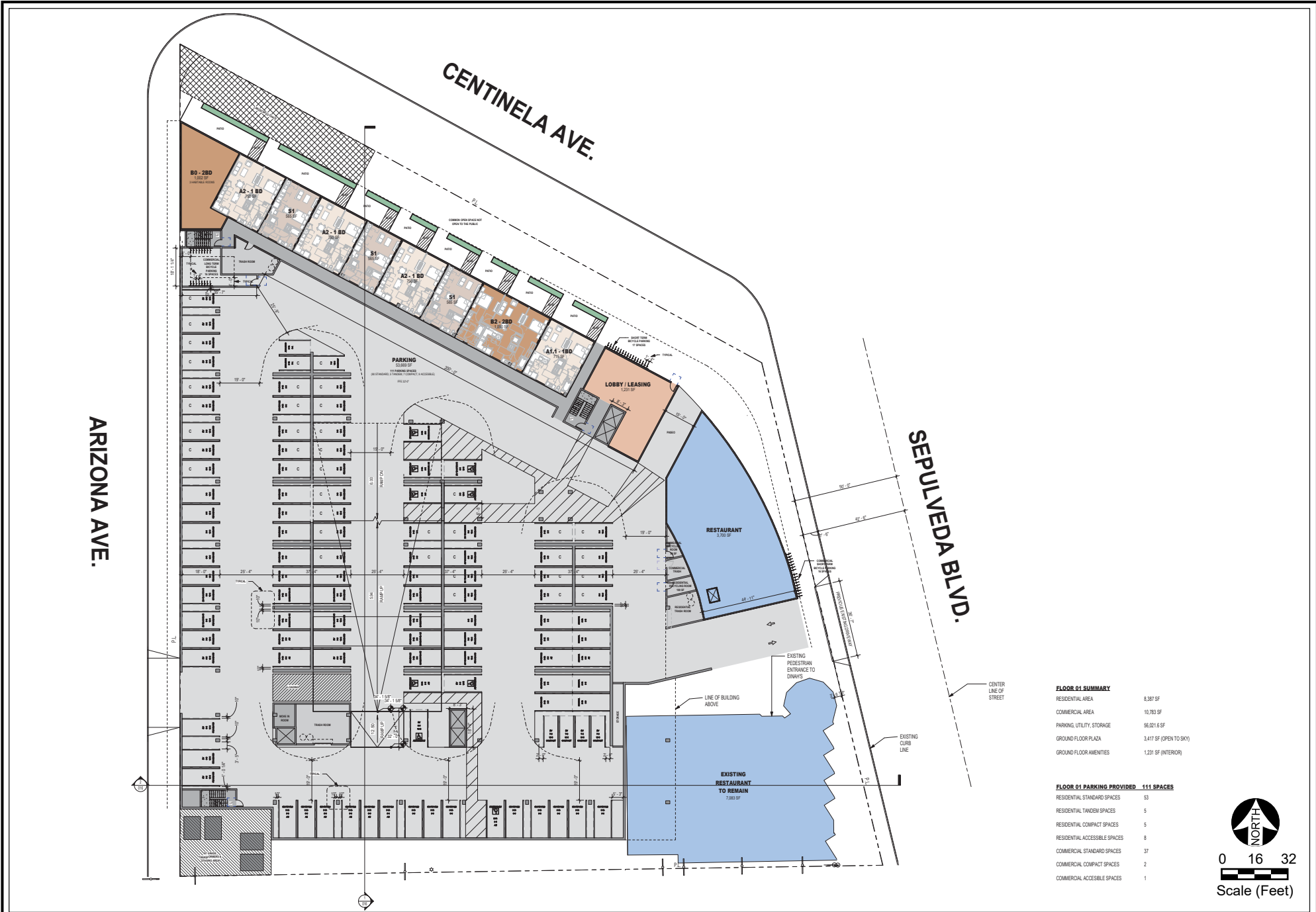
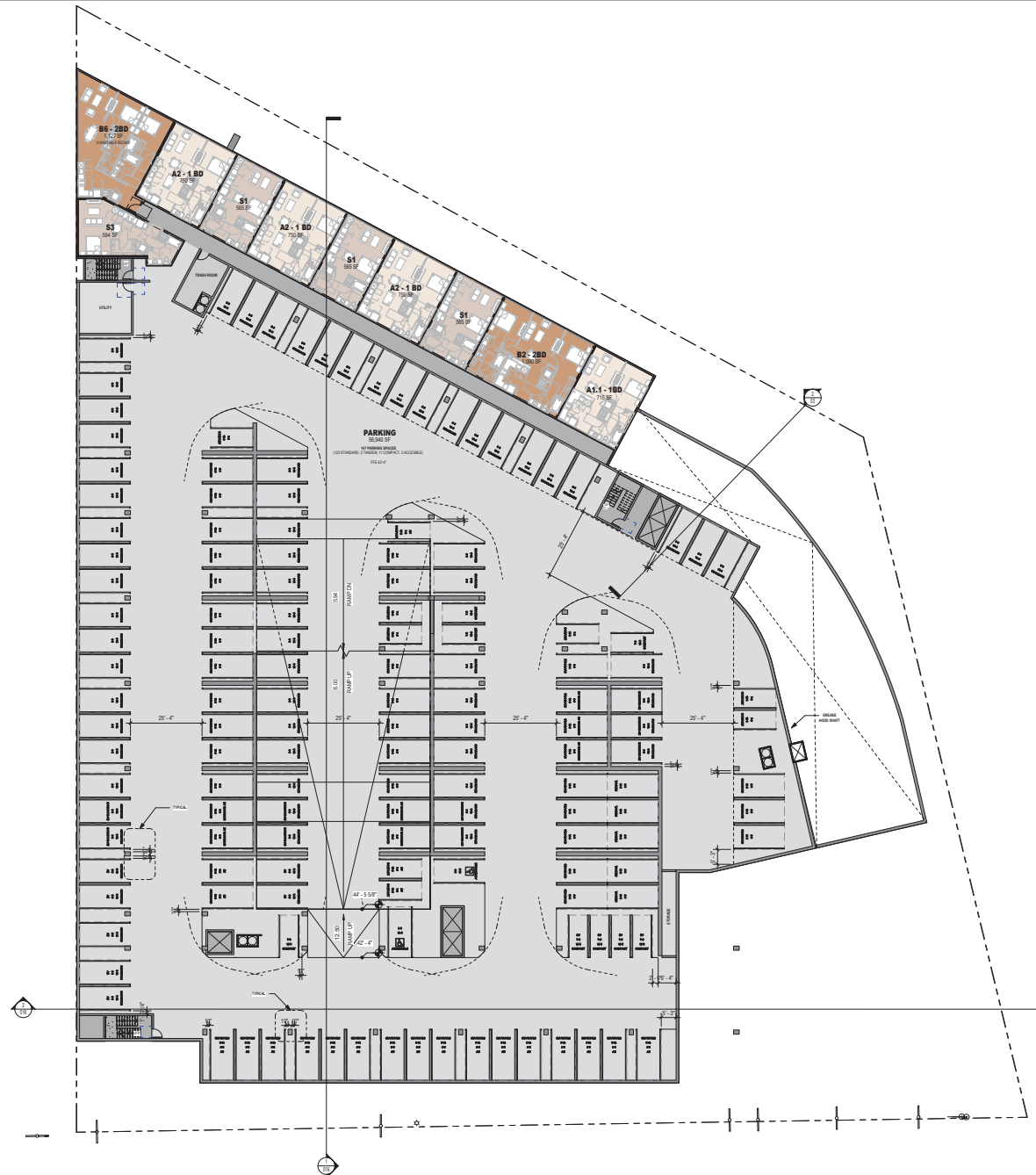


Figure 2-5  
Level B1 Floor Plan



Source: Carrier Johnson + Culture Architecture, 2021.

Figure 2-6  
Level 1 Floor Plan



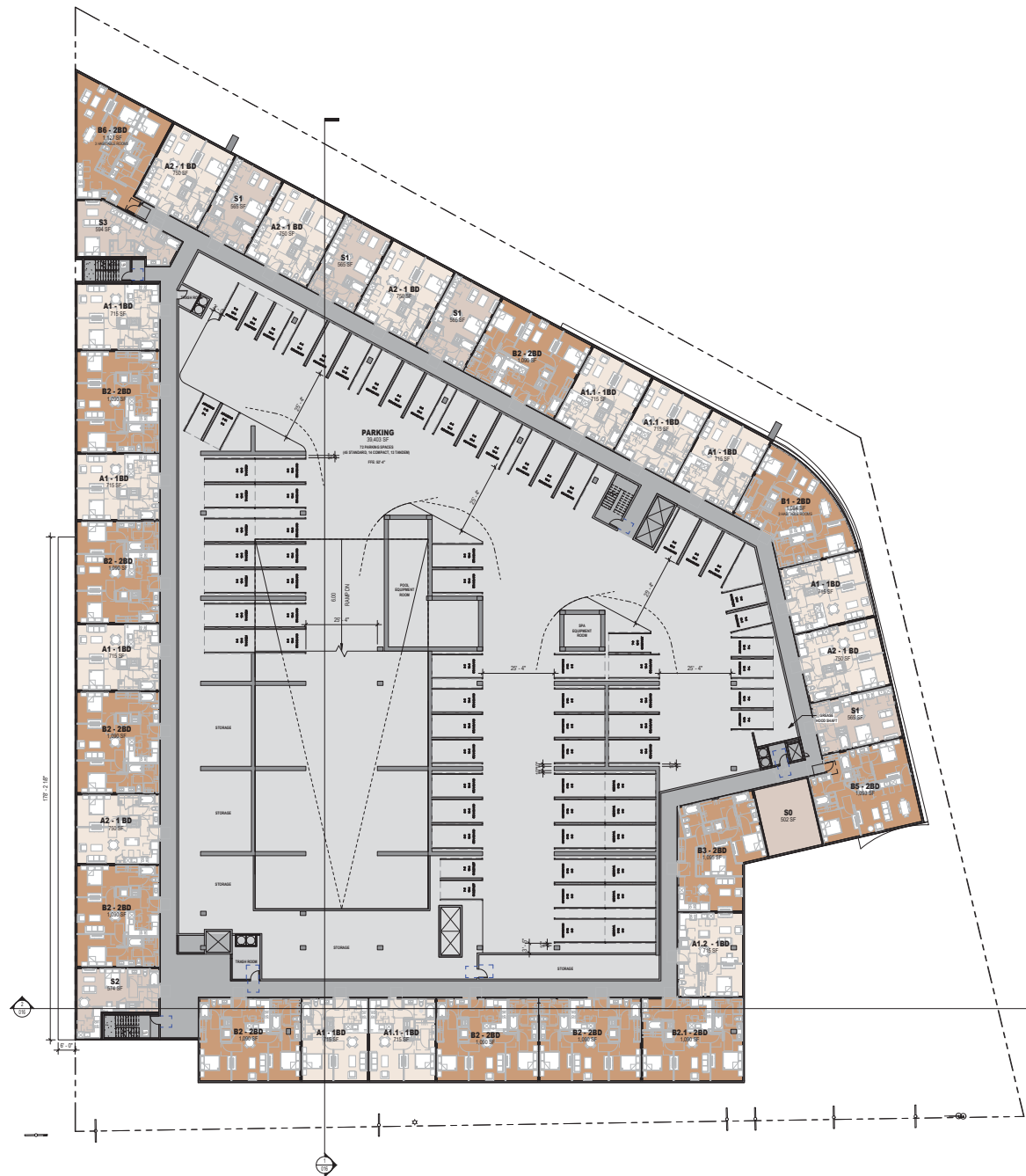
#### FLOOR 02 SUMMARY

RESIDENTIAL UNITS (B)	
RESIDENTIAL AREA	8,535 SF
<b>FLOOR 02 PARKING PROVIDED 147 SPACES</b>	
RESIDENTIAL STANDARD SPACES	123
RESIDENTIAL TANDER SPACES	5
RESIDENTIAL COMPACT SPACES	17
RESIDENTIAL ACCESSIBLE SPACES	2



0 16 32  
Scale (Feet)

Figure 2-7  
Level 2 Floor Plan



#### FLOOR 03 SUMMARY

RESIDENTIAL UNITS (SU)	
RESIDENTIAL AREA	36,131 SF

#### FLOOR 03 PARKING PROVIDED 72 SPACES

RESIDENTIAL STANDARD SPACES	45
RESIDENTIAL TANDEN SPACES	13
RESIDENTIAL COMPACT SPACES	14



0 16 32  
Scale (Feet)

Figure 2-8  
Level 3 Floor Plan



#### FLOOR 04 SUMMARY

RESIDENTIAL UNITS (60)	54,902 SF
RESIDENTIAL AREA	2,409 SF (INTERIOR)
RESIDENTIAL AMENITIES	1,300 SF
PRIVATE OPEN SPACE (17)	14,519 SF

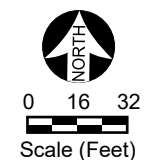
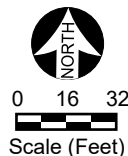


Figure 2-9  
Level 4 Floor Plan



Source: Carrier Johnson + Culture Architecture, 2021.





**FLOOR 06 SUMMARY**

RESIDENTIAL UNITS (64)	
RESIDENTIAL AREA	57,311 SF
PRIVATE OPEN SPACE (34)	1,780 SF

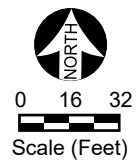


Figure 2-11  
Level 6 Floor Plan

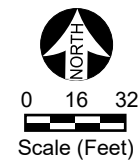
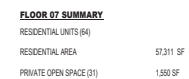


Figure 2-12  
Level 7 Floor Plan

Source: Carrier Johnson + Culture Architecture, 2021.





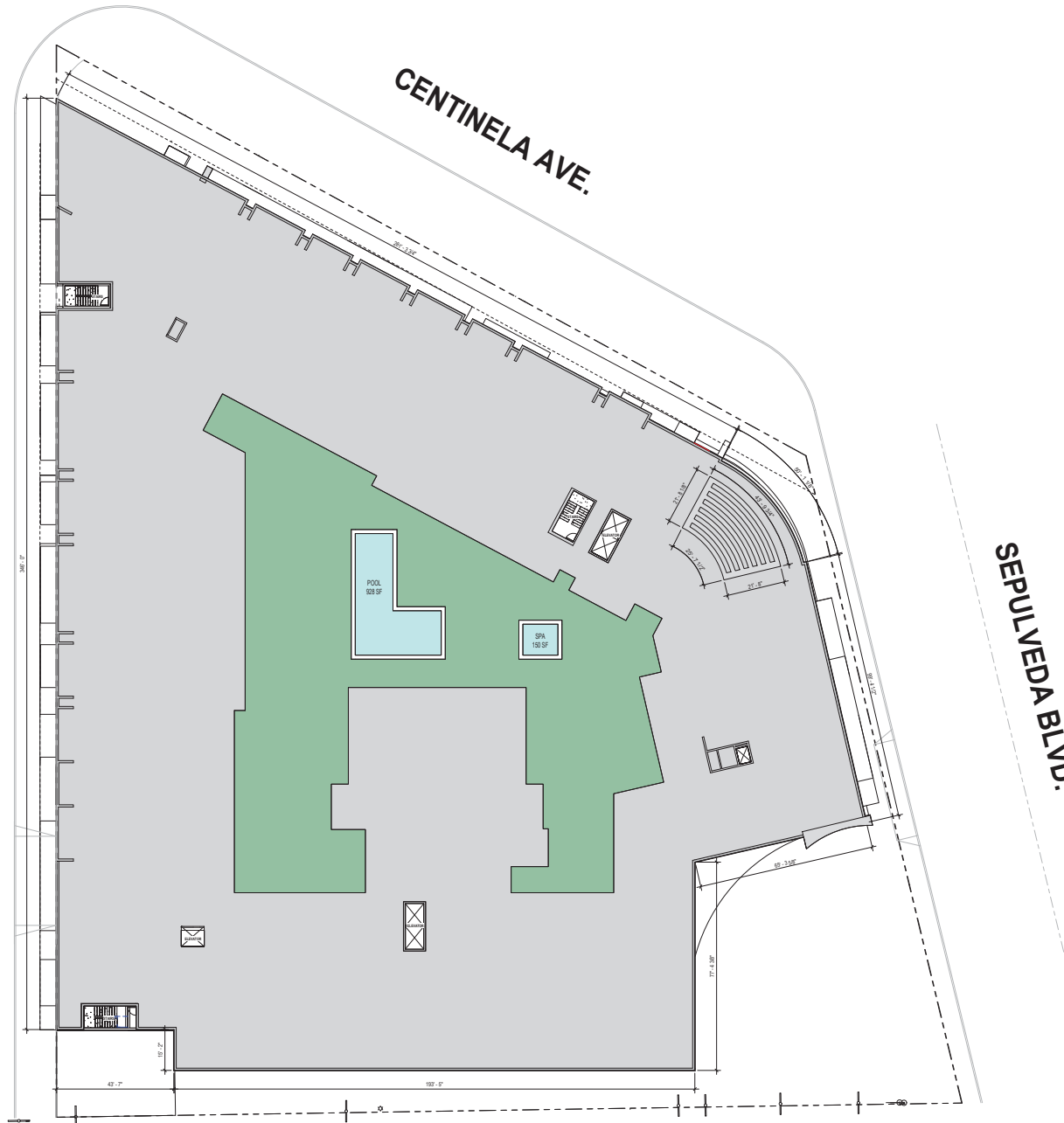
Figure 2-13  
Level 8 Floor Plan

Source: Carrier Johnson + Culture Architecture, 2021.

ARIZONA AVE.

CENTINELA AVE.

SEPULVEDA BLVD.

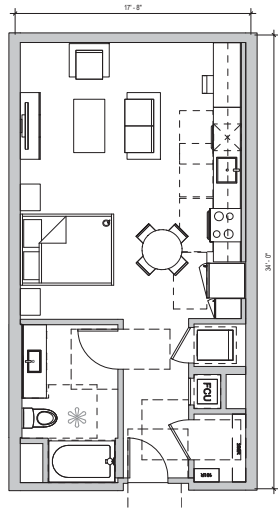


ROOF AREA CALCULATION	
UPPER ROOF AREA	543 SF
LOWER ROOF AREA	15,275 SF
TOTAL ROOF AREA	15,818 SF

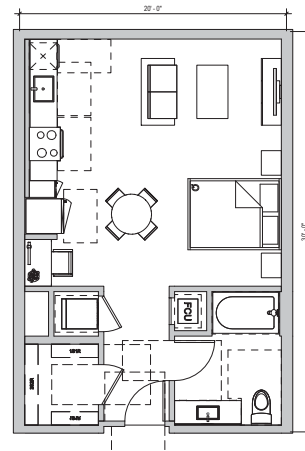


0 16 32  
Scale (Feet)

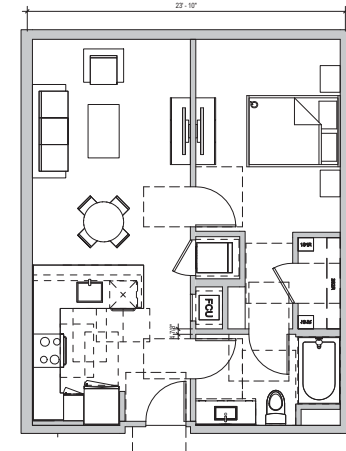
Figure 2-14  
Level 9 Roof Plan



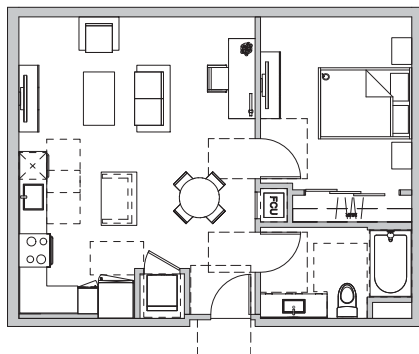
STUDIO - S5



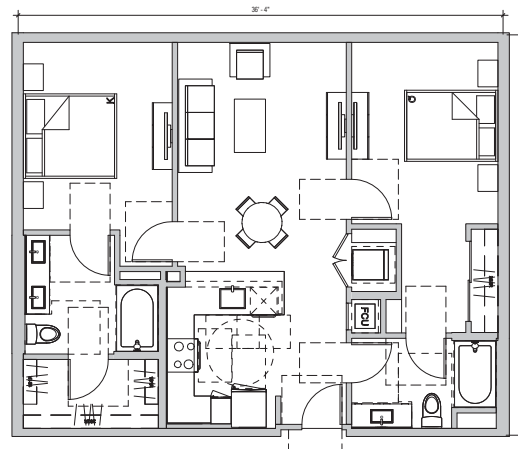
STUDIO - S4



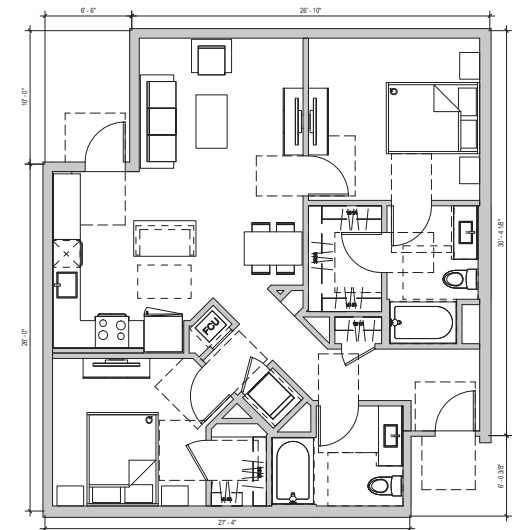
ONE BEDROOM - A1



ONE BEDROOM - A1.2



TWO BEDROOM - B2



TWO BEDROOM - B2.2

Figure 2-15  
Standard Unit Plans



ELEVATION NORTH



ELEVATION WEST

Figure 2-16  
North and West Elevations



ELEVATION SOUTH



ELEVATION EAST

Figure 2-17  
South and East Elevations

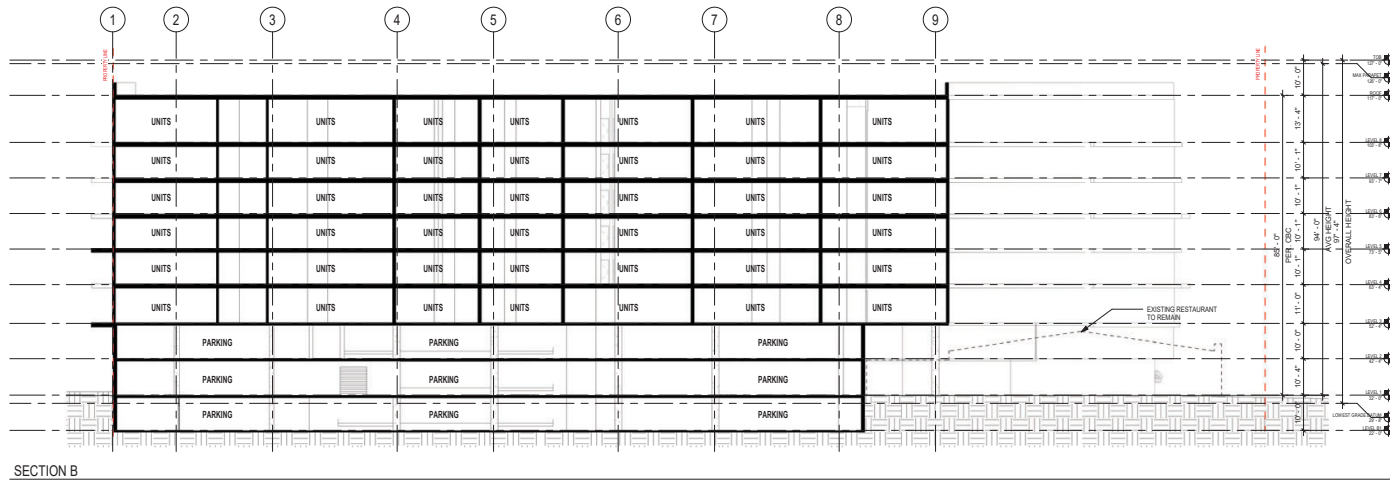
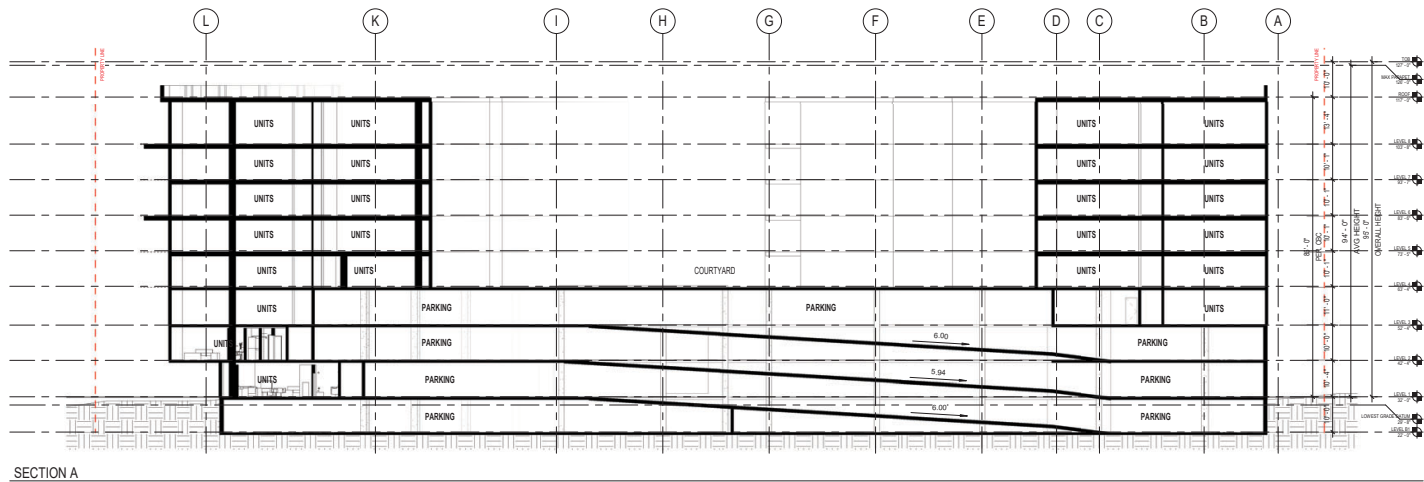


Figure 2-18  
Sections



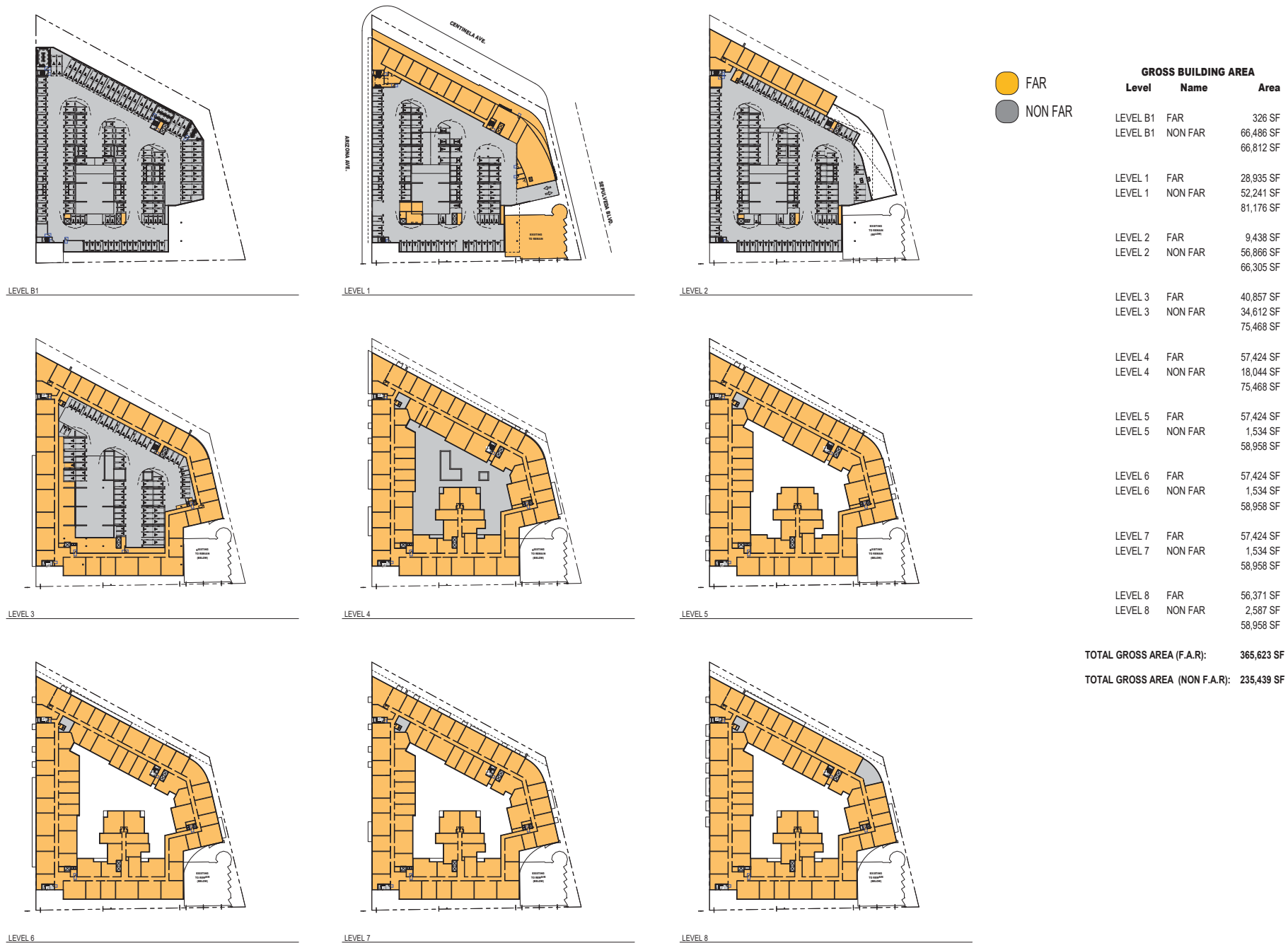
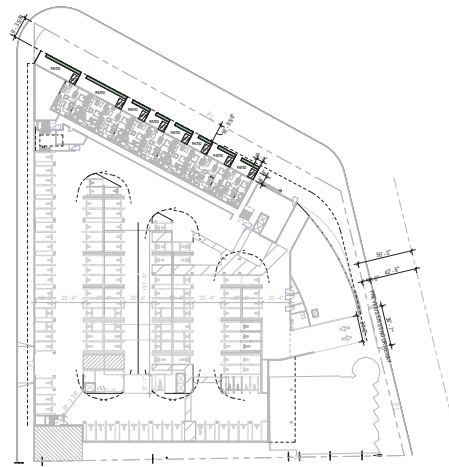
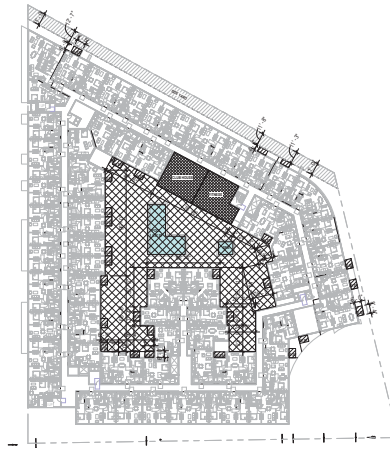


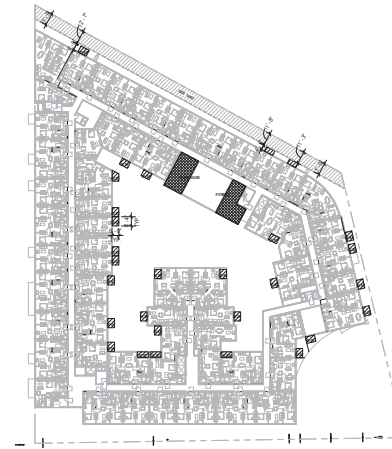
Figure 2-19  
Gross Area



LEVEL 1 - OPEN SPACE



LEVEL 4 - OPEN SPACE



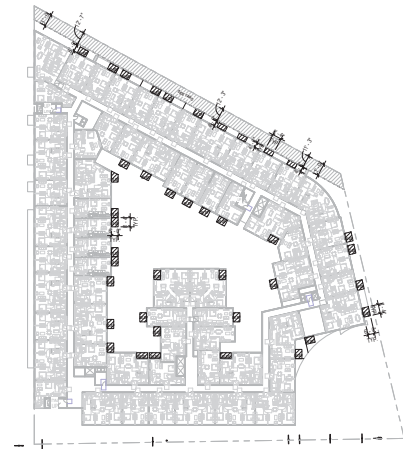
LEVEL 5 - OPEN SPACE

LEVEL 1		
PRIVATE OPEN SPACE		400SF
LEVEL 4		
PRIVATE OPEN SPACE		1,300SF
RECREATION ROOM		2,409SF
COMMON OUTDOOR OPEN SPACE		14,519SF
LEVEL 5		
PRIVATE OPEN SPACE		1,350SF
RECREATION ROOM		1,201SF
LEVEL 6		
PRIVATE OPEN SPACE		1,700SF
LEVEL 7		
PRIVATE OPEN SPACE		1,550SF
LEVEL 8		
PRIVATE OPEN SPACE		1,600SF
RECREATION ROOM		2,145SF
COMMON OUTDOOR OPEN SPACE		1,084SF

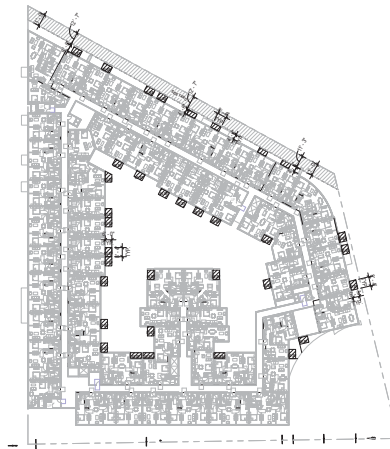
TOTAL PRIVATE OPEN SPACE		7,900SF
TOTAL RECREATION ROOM		5,755SF
TOTAL COMMON OUTDOOR OPEN SPACE		15,603SF

TOTAL COMMON OPEN SPACE (RECREATION + OUTDOOR)		21,358SF
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OVERALL PROJECT OPEN SPACE PROVIDED		29,258SF
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LEVEL 6 - OPEN SPACE



LEVEL 7 - OPEN SPACE



LEVEL 8 - OPEN SPACE





VIEW FROM SEPULVEDA BLVD



CORNER OF SEPULVEDA AND CENTINELA



VIEW FROM CENTINELA AVE



VIEW FROM CENTINELA AVE



CORNER OF CENTINELA AND ARIZONA



VIEW FROM ARIZONA AVE

Figure 2-21  
Perspectives

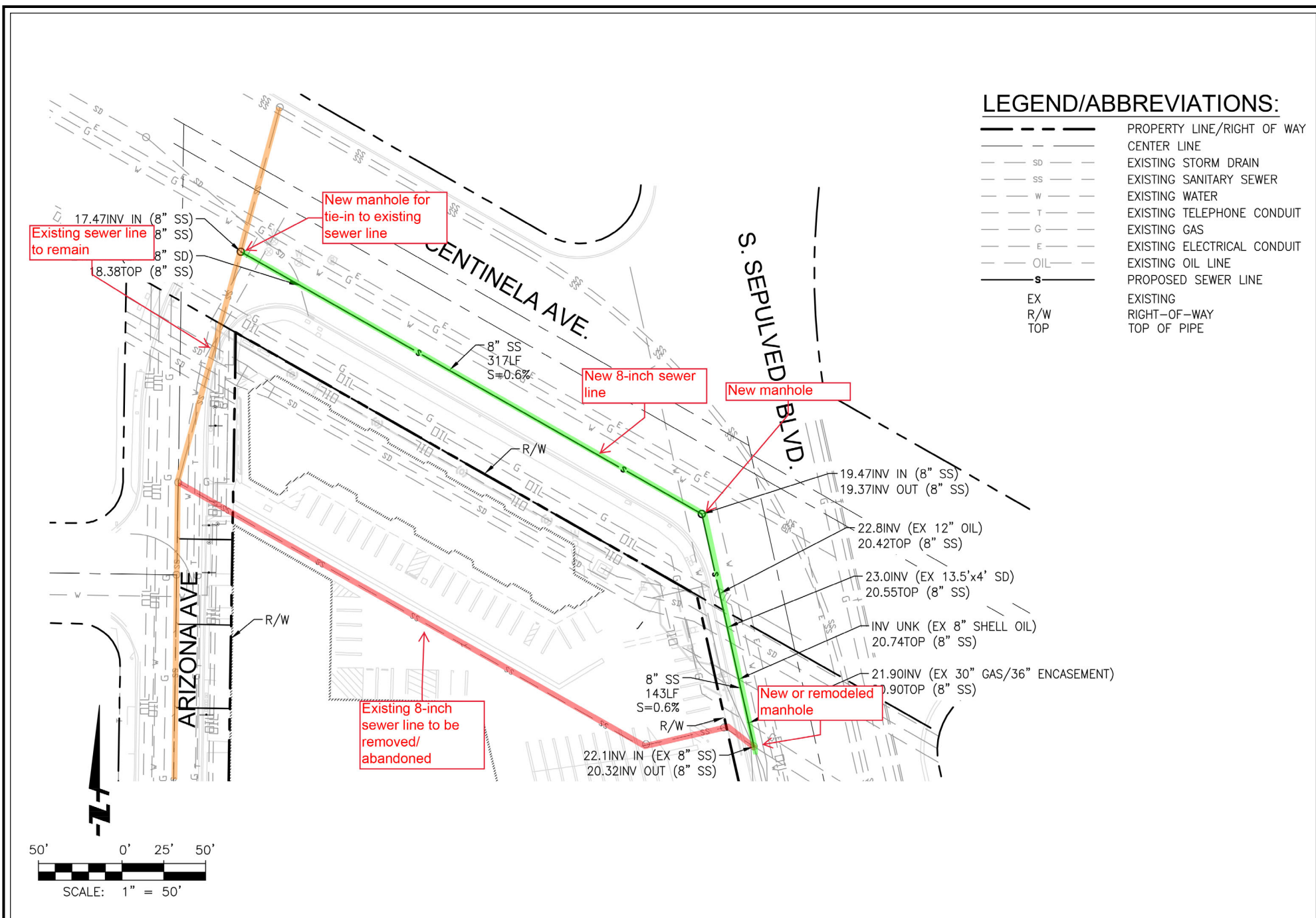


Figure 2-22  
Sewer Relocation

The restaurant's pylon sign nearest the building at the northeast corner along Sepulveda Boulevard would be retained in place. Due to their locations on the Project Site, the other two Dinah's signs would not be retained in their current locations. In accordance with Project Design Feature (PDF) 1 (detailed under subsection "Project Design Features" toward the end of this section), the bucket sign near the northwest end of the restaurant building would be relocated and incorporated into the Project in a different location on site. Additionally, in accordance with PDF-2 (also detailed under subsection "Project Design Features" toward the end of this section), the pole sign at the corner of Arizona Avenue and Centinela Avenue would be removed and either stored or donated to a local sign museum.

In addition, the six existing trees on the Project Site and the three adjacent trees identified previously would be removed and replaced in accordance with the City's tree replacement requirements.

**Table 2-1**  
**Residential Unit Breakdown**

<b>Unit Type</b>	<b>Number</b>
Studio	126
1 Bedroom	110
2 Bedroom	126
<b>Total</b>	<b>362</b>
<i>Source: Carrierjohnson + Culture, May 27, 2021.</i>	

The proposed building would include one level of subterranean vehicle parking. Level 1 would include the lobby/leasing office, 9 residential units, additional vehicle parking, and 3,700 square feet of restaurant use fronting Sepulveda Boulevard. Level 2 would include 9 residential units along the northern edge of the building and additional vehicle parking. Level 3 would include 35 residential units around the outer edge of the building, with additional vehicle parking in the center of the building. Level 4 would include 60 residential units oriented around a 14,519-square-foot central courtyard, a pool/spa, clubhouse, fitness center, and private open space. Level 5 would include 60 residential units, clubhouse, fitness center, and private open space. Levels 6 and 7 would each include 64 residential units and private open space. Level 8 would include 62 residential units, clubhouse, roof recreation area, and private open space.

### Open Space

The Project's open space requirements are presented on Table 2-2. As discussed in more detail later in this section under the subheading "2.4 Requested Entitlements," the Applicant is requesting a Density Bonus approval with three off-menu incentives, including an incentive for a 26 percent reduction in the amount of open space required under the Los Angeles Municipal Code (LAMC) Section 12.21 G.2. As shown on Table

2-, following application of this incentive, the Project is required to provide a minimum of 29,119 square feet of open space. As shown on Table 2-3, the Project would include a total of 29,258 square feet in common and private open space.

**Table 2-2**  
**Open Space Requirements**

Unit Type	Number of Units	LAMC Section 12.21 G.2 Open Space Requirement	Size
Studio	126	100 sf/unit	12,600 sf
1 Bedroom	110	100 sf/unit	11,000 sf
2 Bedroom	126	125 sf/unit	15,750 sf
<b>LAMC Section 12.21 G.2 Total Required</b>			<b>39,350 sf</b>
<b>(Less 26%, Density Bonus Incentive)</b>			<b>(10,231 sf)</b>
<b>Total Required</b>			<b>29,119 sf</b>
LAMC = Los Angeles Municipal Code      sf = square feet			
Source: Carrierjohnson + Culture, May 27, 2021.			

**Table 2-3**  
**Project Open Space**

Type	Size
<b><u>Common Open Space</u></b>	
Level 4 Courtyard	14,519 sf
Level 4 Clubhouse & Fitness Amenities	2,409 sf
Level 5 Clubhouse & Fitness Amenities	1,201 sf
Level 8 Clubhouse	2,145 sf
Level 8 Roof Deck	1,084 sf
<b>Total Common Open Space</b>	<b>21,358 sf</b>
<b><u>Private Open Space</u></b>	
Level 1	400 sf
Level 4	1,300 sf
Level 5	1,350 sf
Level 6	1,700 sf
Level 7	1,550 sf
Level 8	1,600 sf
<b>Total Private Open Space</b>	<b>7,900 sf</b>
<b>Total Open Space</b>	<b>29,258 sf</b>
sf = square feet	
Source: Carrierjohnson + Culture, May 27, 2021.	

## Vehicle Access and Parking

Vehicle access to the proposed building would be provided from one driveway on Sepulveda Boulevard and one driveway on Arizona Avenue. As mentioned previously, vehicle parking would be provided in one subterranean level, one at-grade level, and two above-grade levels. The Project's vehicle parking requirements for the proposed residential and restaurant uses are shown on Table 2-4 and Table 2-5, respectively. As shown, the Project is required to provide 425 residential vehicle parking spaces and 39 commercial vehicle parking spaces, and would provide a total of 520 vehicle parking spaces for all uses.

**Table 2-4**  
**Vehicle Parking Requirements for Residential Use**

Unit Type	Number of Units	Density Bonus By-Right Requirement	Number of Spaces
Studio	126	1.0 space/unit	126
1 Bedroom	110	1.0 space/unit	110
2 Bedroom	126	1.5 spaces/unit	189
<b>Total Required</b>			<b>425</b>
<b>Total Provided</b>			<b>480</b>
<i>Source: Carrierjohnson + Culture, May 27, 2021.</i>			

**Table 2-5**  
**Vehicle Parking Requirements for Restaurant Use**

Use and Size	LAMC Section 12.21 A.4(c)(3) Requirement	Number of Spaces
Dinah's Family Restaurant, 7,083 sf	NA <sup>1</sup>	7
Restaurant, 3,700 sf	1.0 space/100 sf	37
<b>Subtotal</b>		<b>44</b>
<b>(Less 15% Bicycle Parking Reduction)</b>		<b>(-5)<sup>2</sup></b>
<b>Total Required</b>		<b>39</b>
<b>Total Provided</b>		<b>40</b>
<i>sf = square feet</i>		
<sup>1</sup> Dinah's Family Restaurant is grandfathered to provide a total of 7 vehicle parking spaces.		
<sup>2</sup> A total of 20 commercial bicycle parking spaces must be provided to achieve the proposed reduction of 5 vehicular parking spaces.		
<i>Source: Carrierjohnson + Culture, May 27, 2021.</i>		



## Bicycle Parking

As shown on Table 2-6, the Project would be required to provide and would provide 165 long-term bicycle parking spaces and 17 short-term bicycle parking spaces for the residential portion of the Project Site. As shown on Table 2-7, the Project would be required to provide 6 long-term bicycle parking spaces and 6 short-term bicycle parking spaces for the restaurant portion of the Project Site, plus an additional 8 bicycle parking spaces (for a total of 20 commercial bicycle spaces) to achieve the proposed 15 percent commercial vehicular parking reduction. The Project would provide a total of 181 long-term bicycle parking spaces and 33 short-term bicycle parking spaces, exceeding these requirements.

**Table 2-6**  
**Bicycle Parking Requirements for Residential Use**

<b>Units</b>	<b>Number of Units</b>	<b>LAMC Section 12.21 A.16(a)(1)(i) Requirement</b>	<b>Number of Spaces</b>
<b><i>Long-Term Spaces Required</i></b>			
Units 1-25	25	1.0 space/unit	25
Units 26-100	75	1.0 space/1.5 units	50
Units 101-200	100	1.0 space/2.0 units	50
Units 200+	162	1.0 space/4.0 units	<u>40.5</u>
<b>Total Required Long Term</b>			<b>165</b>
<b><i>Short-Term Spaces Required</i></b>			
Units 1-25	25	1.0 space/10 units	2.5
Units 26-100	75	1.0 space/15 units	5
Units 101-200	100	1.0 space/20 units	4
Units 200+	162	1.0 space/40 units	<u>4.05</u>
<b>Total Required Short Term</b>			<b>17</b>
<i>Source: Carrierjohnson + Culture, May 27, 2021.</i>			

**Table 2-7  
Bicycle Parking Requirements for Restaurant Use**

<b>Use and Size</b>	<b>LAMC Section 12.21 A.16 (a)(2) Requirement</b>	<b>Number of Spaces</b>
Dinah's Family Restaurant, 7,083 sf	ST: 1.0 space/2,000 sf LT: 1.0 space/2,000 sf	ST: 4 LT: 4
Restaurant, 3,700 sf	ST: 1.0 space/2,000 sf LT: 1.0 space/2,000 sf	ST: 2 <sup>1</sup> LT: 2 <sup>1</sup>
<b>Required</b>		<b>ST: 6 LT: 6</b>
<b>Additional Spaces to Achieve 15% Parking Reduction</b>		<b>ST: 4 LT: 4</b>
<b>Total Required</b>		<b>ST: 10 LT: 10</b>
<i>sf = square feet      ST = short term      LT = long term</i>		
<sup>1</sup> A minimum of 2.0 spaces is required.		
<i>Source: Carrierjohnson + Culture, May 27, 2021.</i>		

### Project Design Features

The following Project Design Features (PDFs) would be implemented as part of the Project:

#### **PDF-1. Oversight of Rehabilitation of Dinah's Building**

The rehabilitation of Dinah's Family Restaurant, and the treatment of all of its materials, features, and immediate site, shall be overseen by a Historic Architect meeting the Secretary of the Interior's Professional Qualification Standards in Architecture and/or Historic Architecture.

#### **PDF-2. Treatment of Dinah's Restaurant Signs**

##### **a. Bucket Sign**

The Dinah's Restaurant bucket sign, located at the rear of the Dinah's building, shall be removed from its current location and relocated within the Project Site. The bucket portion of the sign shall either be preserved and integrated somewhere in the Project's open space areas as an art piece, or the bucket sign or a portion thereof shall be relocated in front of the Dinah's building at the southeast corner of the Project Site.

**b. Pylon Sign at the Corner of Sepulveda Boulevard and Centinela Avenue**

The Dinah's Fried Chicken sign, located at the corner of Sepulveda Boulevard and Centinela Avenue, shall be removed from its current location and either stored at an appropriate and secure location or donated to a local sign museum.

**Off-Site Sewer Infrastructure Relocation**

To allow for development of the Project, an existing 8-inch sewer line that crosses the Project Site (refer to Figure 2-22) would be removed, and a new 8-inch sewer line would be installed in Sepulveda Boulevard, traveling north to Centinela Boulevard, where the line would travel northwest to reconnect to an existing sewer line at Arizona Avenue and Centinela Boulevard.

**Estimated Construction Schedule**

*Off-Site Sewer Infrastructure Relocation*

The estimated phasing of the sewer infrastructure relocation would occur as shown on Table 2-8. Relocation of the sewer infrastructure is estimated to occur over a five-month period.

**Table 2-8  
Off-Site Sewer Infrastructure Relocation Phasing**

<b>Phase</b>	<b>Estimated Schedule</b>
Excavation/Trenching/Shoring	January 1, 2023 – March 31, 2023
Sewer Pipe Installation	February 1, 2023 – April 30, 2023
Backfill/Paving/Completion	May 1, 2023 – May 31, 2023
<i>Source: Fairfield, April 2021.</i>	

*Mixed-Use Building Construction*

The estimated construction phase for the proposed mixed-use building and associated on-site infrastructure is shown on Table 2-9. Construction of the mixed-use building would occur over an estimated 33-month period.



**Table 2-9**  
**Estimated Project Construction Schedule**

Phase	Estimated Schedule	Notes
Demolition	May 1, 2023 – August 15, 2023	25,000 square feet of building material/asphalt demolished and hauled in 16-cubic yard capacity trucks up to 30 miles to an off-site landfill
Grading/Excavation/Shoring	August 16, 2023 – December 31, 2023	30,000 cubic yards of soil export hauled in 16-cubic yard capacity trucks up to 40 miles
Building Construction	January 1, 2024 – May 31, 2026	
Architectural Coatings	June 1, 2025 – February 28, 2026	
<i>Source: Fairfield, April 2021.</i>		

### Haul Route

Haul trucks would exit the Project Site onto southbound Sepulveda Boulevard to eastbound Howard Hughes Parkway to Interstate 405 freeway. As stated previously, the Project would require the export of approximately 30,000 cubic yards of soil and would export the soil to a facility within 40 miles of the Project Site.

## **2.4 REQUESTED ENTITLEMENTS**

To allow for implementation of the Project, the Applicant is requesting the following entitlements:

1. **Conditional Use (CU) pursuant to Section 12.24 U.26 of the LAMC** for a Density Bonus of 50 percent, which is greater than the Density Bonus authorized by Section 12.22 A.25 of the LAMC.
2. **Density Bonus (DB) pursuant to Section 12.22 A.25 of the LAMC** for a Density Bonus project with three Off-Menu Incentives:
  - a. FAR increase from 1.5:1 to 3.85:1.
  - b. Open Space reduction of 26 percent.
  - c. Reduction of Space between Buildings from 32 feet to 0 feet.

3. **Site Plan Review (SPR) pursuant to Section 16.05 of the LAMC** for a project that results in the creation of greater than 50 net new residential dwelling units.
4. **Waiver of Dedication and Improvement (WDI) pursuant to Section 12.37 I.3 of the LAMC** to waive the 18-foot dedication requirement, the 8-foot roadway widening improvement requirement along Sepulveda Boulevard, and the 1-foot roadway widening improvement requirement along Arizona Avenue.
5. **Sustainable Communities Environmental Assessment (SCEA), pursuant to California Public Resources Code Sections 21155 and 21155.2** to determine, based on the whole of the administrative record, that no subsequent SCEA, environmental impact report, or negative declaration is required for the Project.

Additionally, pursuant to various sections of the City's Code, the Applicant will request approvals and permits from various City Department (and other municipal agencies) for Project construction actions including, but not limited to: demolition, excavation, shoring, grading, foundation, building and tenant improvements, and haul route approval.

### **3 SCEA CRITERIA AND TRANSIT PRIORITY PROJECT CONSISTENCY ANALYSIS**

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#### **3.1 PROJECT CONSISTENCY WITH THE TRANSIT PRIORITY PROJECT CRITERIA**

As discussed in Section 1 (Introduction), a Sustainable Communities Environmental Assessment (SCEA) may be prepared for a project that (a) is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in a sustainable communities strategy (see California Public Resources Code Section 21155(a) and (b) is a “transit priority project” [TPP] [as defined in California Public Resources Code Section 21155(b))]. As further described below, the Project meets these criteria and thus, is eligible for certain CEQA streamlining benefits by way of preparing a SCEA for purposes of clearance under the California Environmental Quality Act (CEQA).

1. Is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the California Air Resources Board (CARB) has accepted a metropolitan planning organization’s determination that the sustainable communities strategy or the alternative planning strategy would, if implemented achieve the greenhouse gas (GHG) emissions reduction targets established by CARB;
2. Is a TPP in that the project meets the following criteria:
  - a. Contains at least 50 percent residential use, based on total building square footage and if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
  - b. Provides a minimum net density of at least 20 units per acre; and
  - c. Is located within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan/sustainable communities strategy (RTP/SCS).

***Consistency with Criterion #1 – The Project is consistent with the general use designation, density, and building intensity and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy.***

The Southern California Association of Government's (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (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 increase growth in walkable, mixed-use communities and High Quality Transit Areas (HQTAs). The strategies encourage growth near destinations and mobility options, promote diverse housing choices, leverage technology innovations, support implementation of sustainability policies, and promote a green region. As a Land Use Tool, the 2020-2045 RTP/SCS identifies Priority Growth Areas (PGAs) throughout the SCAG region where 2020-2045 RTP/SCS strategies can be fully realized. These PGAs include Job Centers, TPAs, HQTAs, Neighborhood Mobility Areas (NMAs), Livable Corridors, and Spheres of Influence. These PGAs account for only 4 percent of region's total land area, but implementation of SCAG's growth strategies will help these areas accommodate an estimated 64 percent of forecasted household growth and 74 percent of forecasted employment growth between 2020 and 2045. This more compact form of regional development, if fully realized, can reduce travel distances, increase mobility options, improve access to workplaces, and conserve the region's resource areas.

- **Job Centers:** Areas with denser employment than their surroundings. The 2020-2045 RTP/SCS prioritizes employment growth and residential growth in existing Job Centers in order to leverage existing density and infrastructure. When growth is concentrated in Job Centers, the length of vehicle trips for residents can be reduced.
- **TPAs:** Areas within one-half mile of a major transit stop that is existing or planned. According to the 2020-2045 RTP/SCS, focusing regional growth in areas with planned or existing transit stops is key to achieving equity, economic, and environmental goals. Infill within TPAs can reinforce the assets of existing communities, efficiently leveraging existing infrastructure and potentially lessening impacts on natural and working lands. Growth within TPAs supports strategies outlined in the 2020-2045 RTP/SCS for preserving natural lands and farmlands and alleviates development pressure in sensitive resource areas by promoting compact, focused infill development in established communities with access to high-quality transportation.
- **HQTAs:** Areas within one-half mile from major transit stops and high quality transit corridors. New developments should be context-sensitive, responding to the

existing physical conditions of the surrounding area. Sensitively designed Transit Oriented Developments (TODs) can preserve existing development patterns and neighborhood character while providing a balance of housing choices.

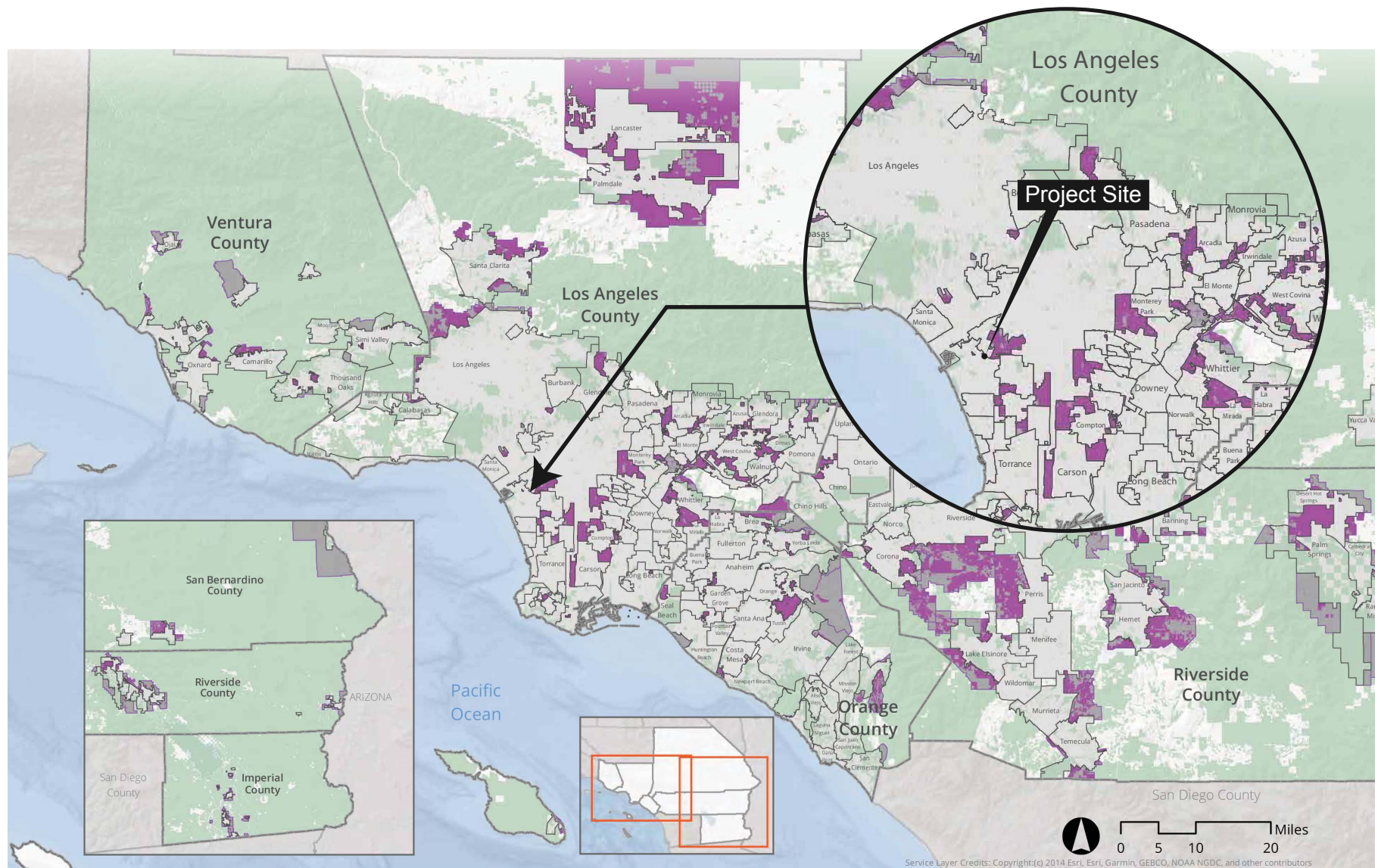
- **NMAs:** Areas that focus on creating, improving, restoring and enhancing safe and convenient connections to schools, shopping, services, places of worship, parks, greenways and other destinations. NMAs have robust residential to non-residential land use connections, high roadway intersection densities and low-to-moderate traffic speeds. NMAs can encourage safer, multimodal, short trips in existing and planned neighborhoods and reduce reliance on single occupancy vehicles. NMAs support the principles of center focused placemaking. Fundamental to neighborhood scale mobility in urban, suburban and rural settings is encouraging “walkability,” active transportation and short, shared vehicular trips on a connected network through increased density, mixed land uses, neighborhood design, enhanced destination accessibility and reduced distance to transit. Targeting future growth in these areas has inherent benefits to Southern California residents – providing access to “walkable” and destination-rich neighborhoods to more people in the future.
- **Livable Corridors:** Livable Corridor land-use strategies include development of mixed use retail centers at key nodes along corridors, increasing neighborhood-oriented retail at more intersections, applying a “Complete Streets” approach to roadway improvements and zoning that allows for the replacement of underperforming auto- oriented strip retail between nodes with higher density residential and employment. Livable Corridors also encourage increased density at nodes along key corridors, and redevelopment of single-story, under-performing retail with well-designed, higher density housing and employment centers.

The 2020-2045 RTP/SCS identifies these PGAs on Exhibits 3.4 through 3.10, which are included in this SCEA as Figures 3-1 through 3-7. As shown on the figures, the Project Site is located near a Job Center; within the boundaries of a TPA, an HQT, and a NMA; and along a Livable Corridor. (The Project Site is not within a Sphere of Influence.) The Project would be consistent with the general use designation, density, and building intensity set forth in the 2020-2045 RTP/SCS for each of these PGAs in that the Project includes development of 362 multi-family housing units (including 41 affordable units) and neighborhood-serving restaurant uses on an infill site near transit and sources of employment, shopping, and entertainment, leveraging existing density and infrastructure and reducing the length of vehicle trips for residents and employees.







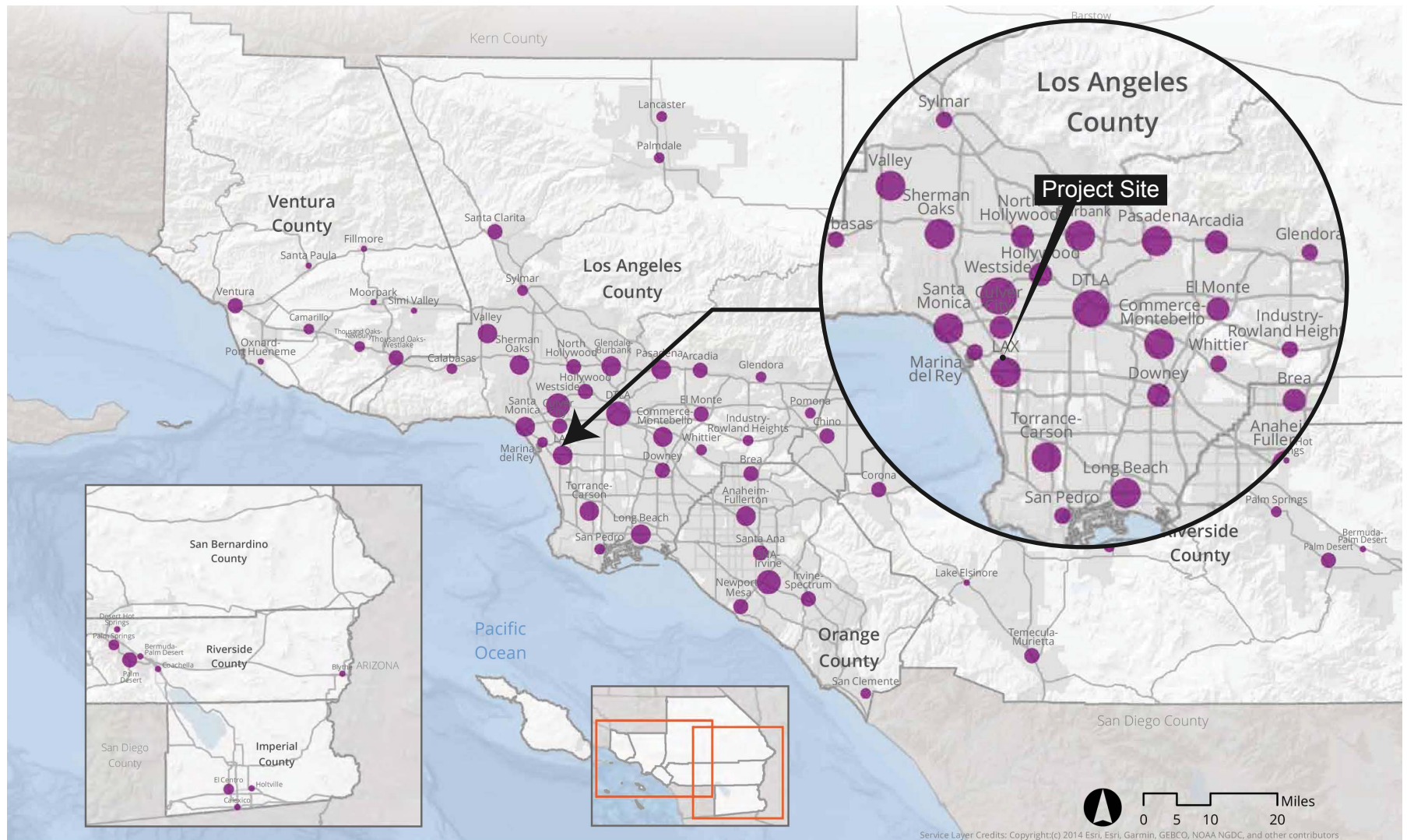


County Boundaries
  Sphere of Influence  
 City Boundaries
  Regional Growth Constraints

Source: Counties and local jurisdictions LAFCO in SCAG region, 2018

Note: SCAG used locally informed data elements to determine Regional Growth Constraints such as Tribal lands, Conserved Land and others. See the Sustainable Communities Strategy Technical Report for more details.

Figure 3-2  
Priority Growth Areas - Spheres of Influence



### SCAG Region Proposed 2020 RTP/SCS Job Centers (Total Employment)

- Less than 10,001 (17)
- 10,001 - 25,000 (22)
- 25,001 - 50,000 (19)
- 50,001 - 150,000 (11)
- More than 150,000 (3)

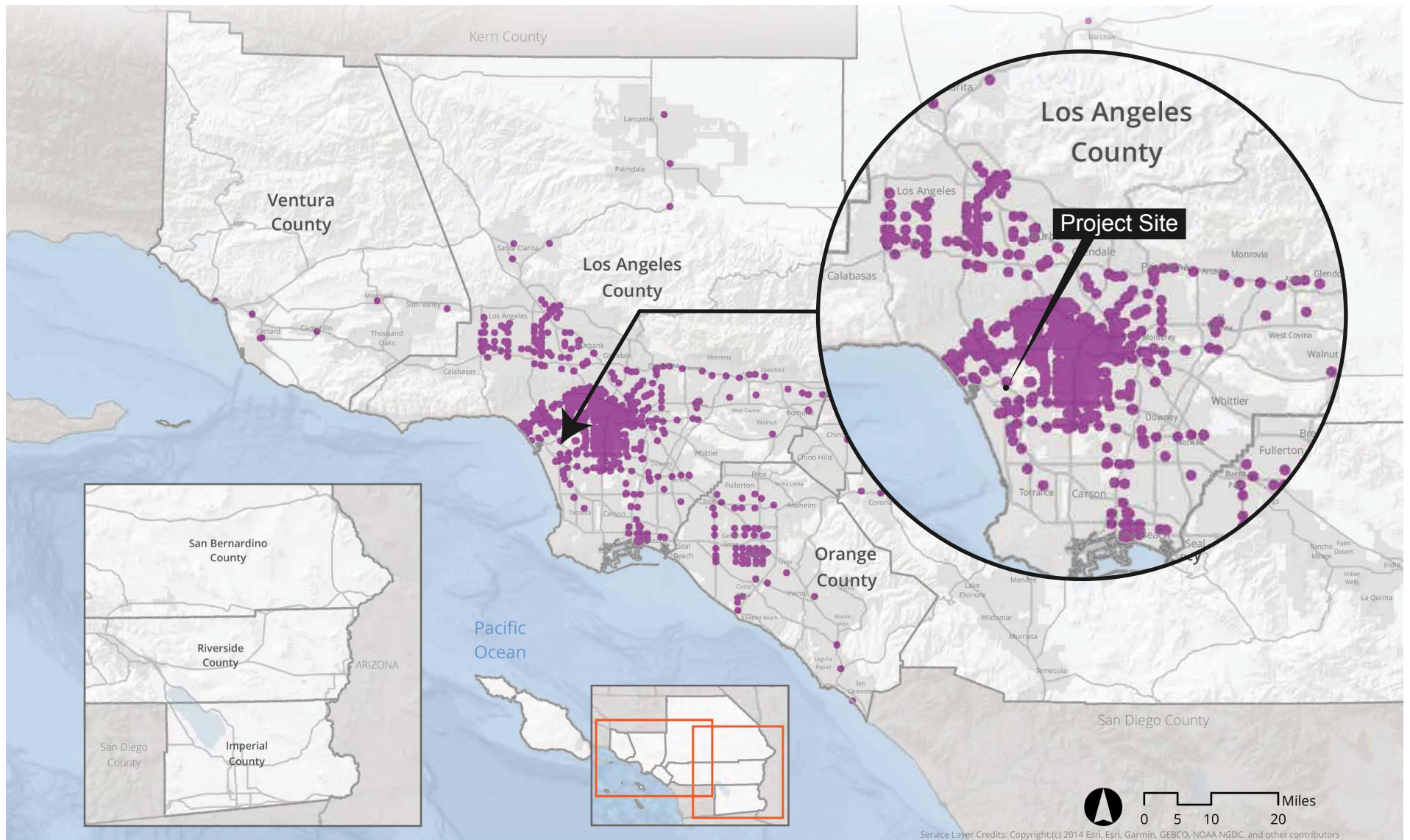
Source: SCAG, 2019

### Notes:

- (1) Centers are areas with denser employment than their surroundings.
- (2) Dots represent the total employment in each center, not center boundaries.
- (3) Names are intended to be illustrative and may not reflect all the jurisdictions in which a center fully lies.

Figure 3-3  
Priority Growth Area - Job Centers





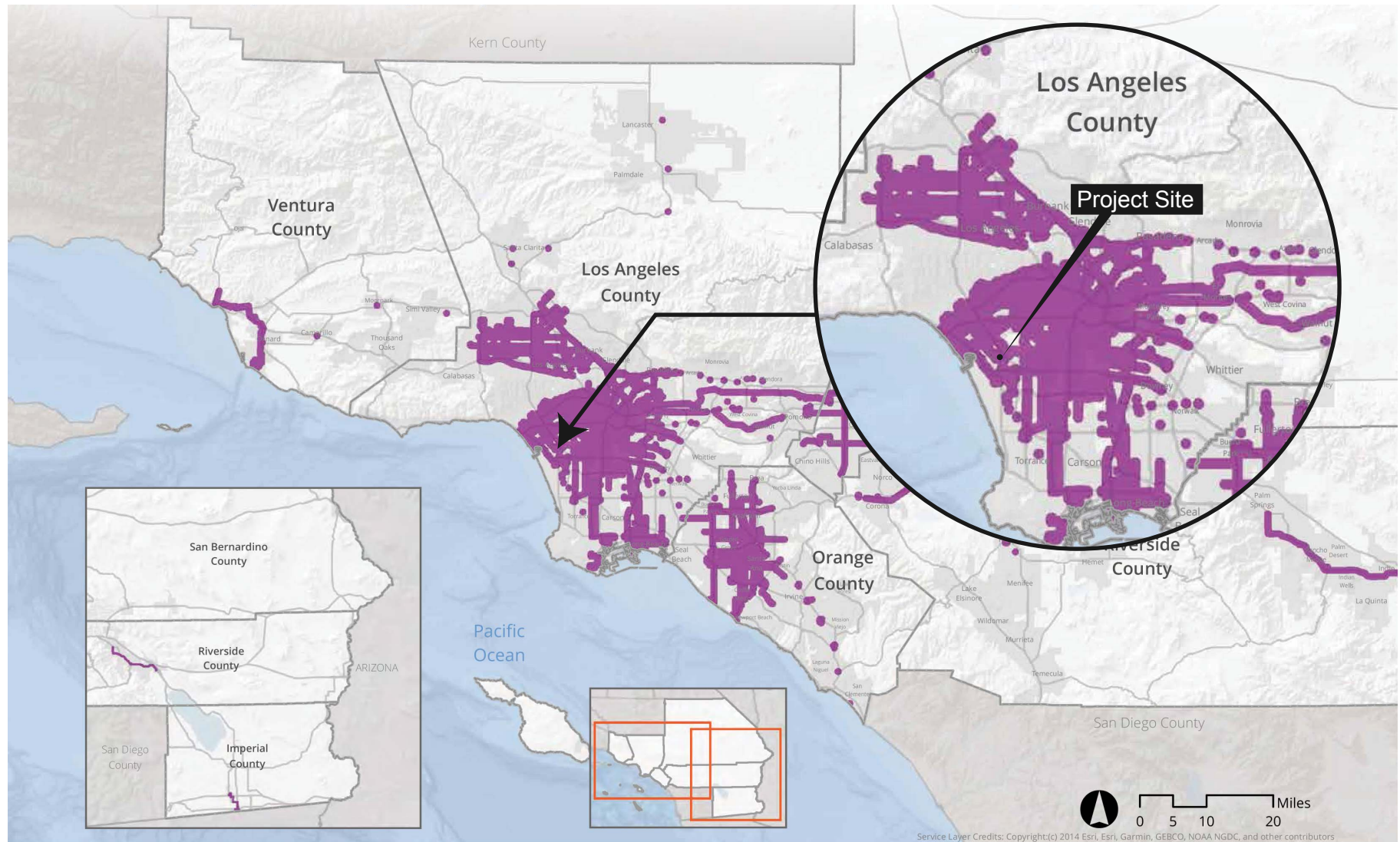
### Transit Priority Areas (2045)

■ TPA

Source: County Transportation Commissions, SCAG, 2019

Note: Transit priority area (TPA) refers to an area within one-half mile of a major transit stop that is existing or planned. SCAG identifies major transit stops and transit priority areas using the methodology described in the Transit Technical Report. Major transit stops are extracted from 2045 plan year data of Connect SoCal.

Figure 3-4  
Priority Growth Area - Transit Priority Areas



High Quality Transit Areas (2045)

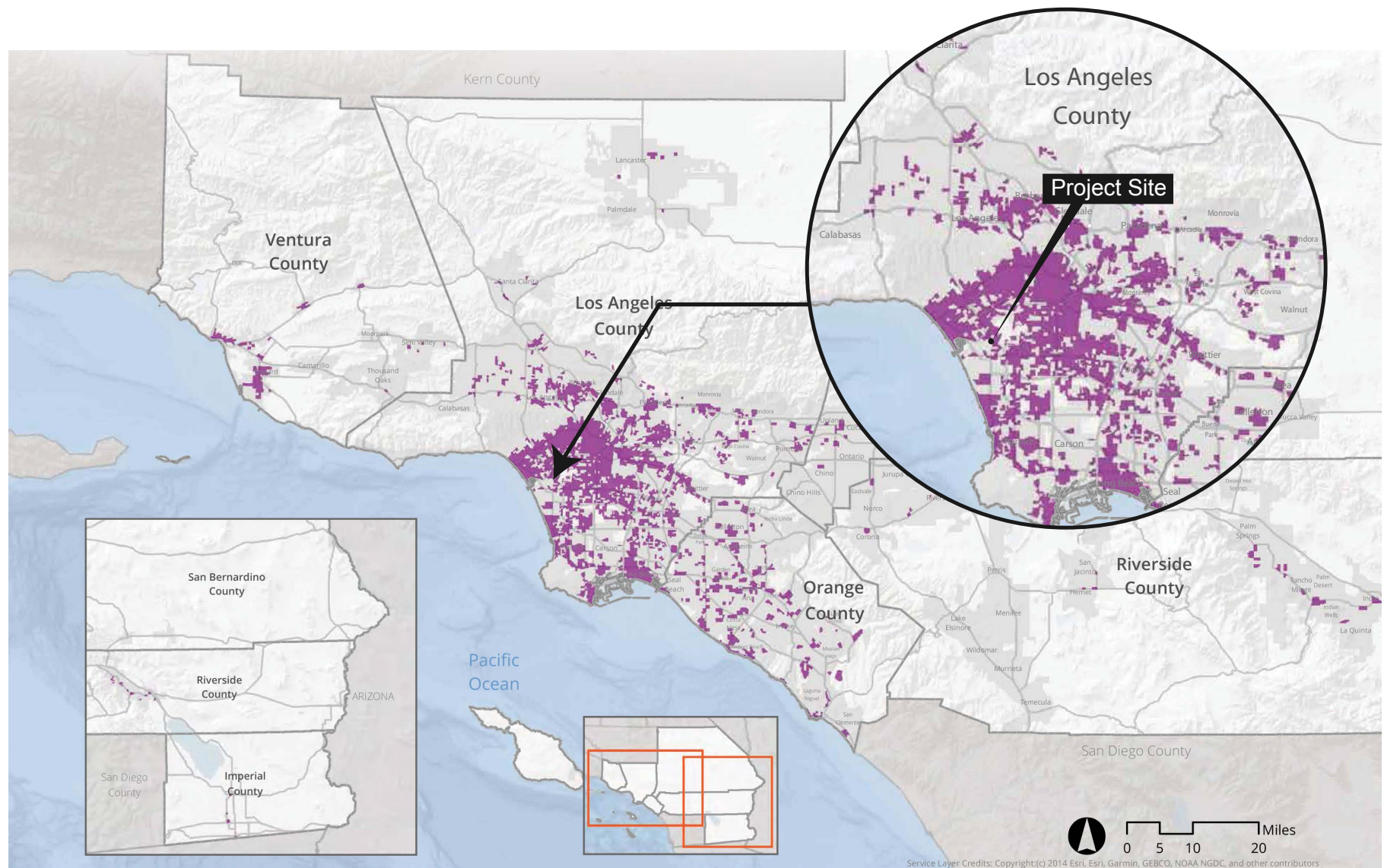
■ HQTAs

Source: County Transportation Commissions, SCAG, 2019

Note: SCAG's High Quality Transit Area (HQTAs) is within one-half mile from major transit stops and high quality transit corridors (HQTAs). SCAG identifies major transit stops and HQTAs using the methodology described in the Transit Technical Report. Major transit stops and HQTAs are extracted from 2045 plan year data of Connect SoCal.

Figure 3-5  
Priority Growth Area - High Quality Transit Areas





Neighborhood Mobility Areas (NMA)

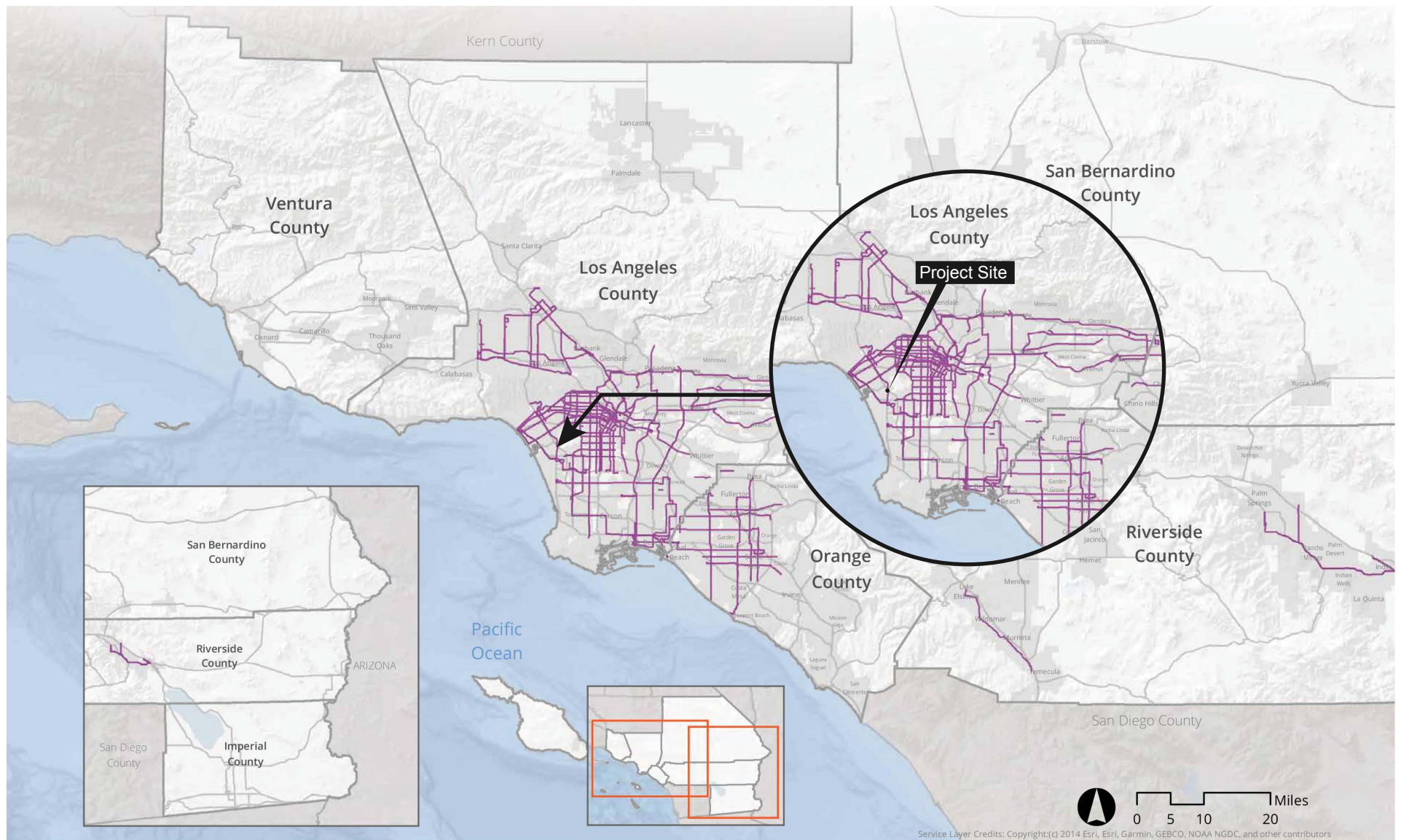
■ NMA

Source: SCAG, 2019

Note: Neighborhood Mobility Areas (NMA) were identified by analyzing and assigning z-scores four measures at the Tier 2 TAZ level, and subsequently summing the z-scores. TAZs that scored at the 80th percentile or higher for the composite score were considered NMAs.

Figure 3-6  
Priority Growth Area - Neighborhood Mobility Areas





Livable Corridors

— Livable Corridors

Source: SCAG 2019

Figure 3-7  
Priority Growth Area - Livable Corridors

Consistent with the land use policies for TPAs, the Project would constitute compact, focused infill development in an established community with access to high-quality transportation. Given the urban nature of the Project Site area, Project residents would be able to walk and bike to work and to shop. In addition, the Project Site's location near robust transit opportunities (Metro Local Lines 108 and 110, CCB Lines 2, 3, 6, and CCB Rapid Line 6) would further reduce dependence on automobile travel, reducing the need to own an automobile and pay for parking.

Consistent with the land use policies for HQTAs, the Project would also be context-sensitive and respond to the existing physical conditions of the surrounding area. The Project would preserve existing development patterns and neighborhood character while providing additional housing options for future residents and providing employment opportunities.

Consistent with the 2020-2045 RTP/SCS's general use designation, density, and building intensity for NMAs and Livable Corridors, the Project would develop new multi-family residential uses in a destination-rich area with robust residential to non-residential land use connections and high roadway intersection densities. The Project would increase density at a node along the Sepulveda Boulevard corridor. The Project would also encourage "walkability" by locating new housing near existing retail, transit, and employment and improving pedestrian sidewalks around the Project Site frontages, allowing better access to the surrounding area. Further, the Project would include 181 long-term bicycle parking stalls and 33 short-term bicycle parking stalls, which would encourage bicycling as a form of exercise and transportation.

This type of transit-oriented residential development helps to reduce dependence on automobile travel and to reduce associated mobile-source GHG emissions. Thus, the Project is consistent with SCAG's land use strategies related to reducing GHG emissions by encouraging growth near destinations and mobility options. As such, the Project would be consistent with the land use, density, and intensity of development specified in the 2020-2045 RTP/SCS for projects near Job Centers and in TPAs, HQTAs, NMAs, and along Livable Corridors.

*The Project is Consistent with Applicable RTP/SCS Policies Specified for the Project Area.*

As discussed below on Table 3-1, the Project would be consistent with applicable goals, policies, and benefits of SCAG's 2020-2045 RTP/SCS.

**Table 3-1**  
**Consistency with the 2020-2045 RTP/SCS: Goals and Guiding Principles**

Goals and Guiding Principles	Consistency Assessment
<b>Goal 1</b> Encourage regional economic prosperity and global competitiveness.	<b>Not Applicable/Consistent.</b> This goal is directed towards SCAG and the City and does not apply to the Project. However, the Project would construct housing near sources of employment and shopping in an existing urban area, supporting the regional economic prosperity and global competitiveness of Southern California.
<b>Goal 2</b> Improve mobility, accessibility, reliability, and travel safety for people and goods.	<p><b>Consistent.</b> The Project Site is located in a highly urbanized area of the City, along the Sepulveda Boulevard corridor, which is developed with sources of employment, shopping, and entertainment. The Project Site area is served by multiple bus lines, including Metro Local Lines 108 and 110, CCB Lines 2, 3, 6, and CCB Rapid Line 6. The Project Site is also located within HQTAs as defined by SCAG (refer to Figure 3-5) and a TPA as defined by SB 743, each of which support transit opportunities and promote a walkable environment.</p> <p>The Project is an infill development that includes demolition and removal of approximately 24,000 square feet of commercial uses and surface parking, preservation of Dinah's restaurant use with removal of approximately 587 square feet of the building, and development of the Project Site with an eight-story, 362-unit multi-family residential building, with approximately 3,700 square feet of ground-floor restaurant fronting Sepulveda Boulevard. Forty-one of the</p>

**Table 3-1**  
**Consistency with the 2020-2045 RTP/SCS: Goals and Guiding Principles**

Goals and Guiding Principles	Consistency Assessment
	<p>multi-family residential units would be restricted to Very Low Income households. Additionally, the Project would include a total of 214 bicycle parking spaces (181 long-term spaces and 33 short-term spaces), which would support cycling as a form of transportation.</p> <p>The Project would allow for accessible and reliable modes of travel for the Project residents as an inherent aspect of the Project Site's proximity to sources of transit and the Project's inclusion of bicycle parking spaces. The Project would ensure safe travel at and near the Project Site by improving the public sidewalks adjacent to Project Site and ensuring safe vehicular and pedestrian access. In addition, the Project would include lighting of pedestrian pathways adjacent to the Project Site to allow for safe travel. Furthermore, the Project would be subject to the site plan review requirements of the City and would be required to coordinate with the Department of Building and Safety and the Los Angeles Fire Department to ensure that all access points, driveways, and parking areas would not create a design hazard to local roadways. Therefore, the Project would allow for mobility, accessibility, reliability, and travel safety for people and goods.</p>
<p><b>Goal 3</b> Enhance the preservation, security, and resilience of the regional transportation system.</p>	<p><b>Not Applicable.</b> This goal is directed toward SCAG and other jurisdictions that are responsible for developing, maintaining, and improving the regional transportation system.</p>
<p><b>Goal 4</b> Increase person and goods movement and travel choices within the transportation system.</p>	<p><b>Consistent.</b> The Project would construct housing units in a walkable urban neighborhood near existing sources of employment and shopping. The Project would include 181 long-term bicycle</p>

**Table 3-1**  
**Consistency with the 2020-2045 RTP/SCS: Goals and Guiding Principles**

Goals and Guiding Principles	Consistency Assessment
	parking spaces and 33 short-term parking spaces. The Project Site is in close proximity to robust transit, including Metro Local Lines 108 and 110, CCB Lines 2, 3, 6, and CCB Rapid Line 6. Thus, the Project would increase personal mobility and provide increased travel choices to residents.
<b>Goal 5</b> Reduce greenhouse gas emissions and improve air quality.	<b>Consistent.</b> The Project is an infill development that includes demolition and removal of approximately 24,000 square feet of commercial uses and surface parking, preservation of Dinah's restaurant use with removal of approximately 587 square feet of the building, and development of the Project Site with an eight-story, 362-unit multi-family residential building, with approximately 3,700 square feet of ground-floor restaurant fronting Sepulveda Boulevard. The Project would include a total of 214 bicycle parking spaces (181 long-term spaces and 33 short-term spaces), which would support cycling as a form of transportation. By siting housing in a transit- and jobs-rich area, the Project would thereby contribute to an overall reduction in VMT and associated GHG emissions.
<b>Goal 6</b> Support healthy and equitable communities.	<b>Consistent.</b> The Project would construct housing units near sources of employment shopping, and entertainment. Of the 362 proposed dwelling units, 41 of the units would be Very Low Income housing units. The Project would include 181 long-term bicycle parking spaces and 33 short-term parking spaces. The Project Site is in close proximity to robust transit, including Metro Local Lines 108 and 110, CCB Lines 2, 3, 6, and CCB Rapid Line 6. Given the urban nature of the Project Site area, Project residents would be able to

**Table 3-1**  
**Consistency with the 2020-2045 RTP/SCS: Goals and Guiding Principles**

Goals and Guiding Principles	Consistency Assessment
	walk and bike to work and to shop. By developing new affordable housing and facilitating alternatives to driving, the Project would support healthy and equitable communities.
<b>Goal 7</b> Adapt to a changing climate and support an integrated regional development pattern and transportation network.	<b>Consistent.</b> The Project includes development of residential units and restaurant uses on an infill site in an urbanized area of the City that is near several sources of transit. Also, the Project includes pedestrian improvements and 214 bicycle parking spaces. This type of transit-oriented residential project helps to reduce dependence on automobile travel and to reduce mobile-source GHG emissions.
<b>Goal 8</b> Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	<b>Not Applicable.</b> This goal is directed toward SCAG and other jurisdictions that are responsible for developing, maintaining, and improving the regional transportation system.
<b>Goal 9</b> Encourage development of diverse housing types in areas that are supported by multiple transportation options.	<b>Consistent.</b> The Project includes development of the Project Site with a mixed-use building with 362 dwelling units, 41 of which would be restricted to Very Low Income Households. The unit types would consist of 126 studios, 110 one-bedrooms, and 126 two-bedrooms. Also, the Project includes a total of 214 bicycle parking spaces, which would support cycling as a form of transportation. The Project Site area is served by Metro Local Lines 108 and 110, CCB Lines 2, 3, 6, and CCB Rapid Line 6. Thus, the Project would provide a variety of housing typologies, with bicycle parking, near transit lines.
<b>Goal 10</b> Promote conservation of natural and agricultural lands and restoration of habitats.	<b>Consistent.</b> The Project is an infill development that would not affect any natural or agricultural lands or restoration of habitats.



**Table 3-1**  
**Consistency with the 2020-2045 RTP/SCS: Goals and Guiding Principles**

<b>Goals and Guiding Principles</b>	<b>Consistency Assessment</b>
<b>Guiding Principle 1</b> Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act regional targets.	<b>Not Applicable.</b> This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and improving the regional transportation system.
<b>Guiding Principle 2</b> Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety, and that preserve the existing transportation system.	<b>Not Applicable.</b> This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and improving the regional transportation system.
<b>Guiding Principle 3</b> Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.	<b>Not Applicable.</b> This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing and implementing growth strategies.
<b>Guiding Principle 4</b> Encourage RTP/SCS investments and strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices.	<b>Not Applicable.</b> This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and improving the regional transportation system.
<b>Guiding Principle 5</b> Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.	<b>Not Applicable.</b> This principle is directed toward SCAG and other jurisdictions/agencies that have control over transportation investments.
<b>Guiding Principle 6</b> Monitor progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies.	<b>Not Applicable.</b> This principle is directed toward SCAG that has the responsibility of monitoring the progress of the 2020-2045 RTP/SCS.
<b>Guiding Principle 7</b> Regionally, transportation investments should reflect best-known science regarding climate change vulnerability, in order to design for long term resilience.	<b>Not Applicable.</b> This principle is directed toward SCAG and other jurisdictions/agencies that have control over transportation investments.
<i>Source: 2020-2045 RTP/SCS, finally adopted September 3, 2020.</i>	

***Consistency with TPP Criterion #2(a) – The Project contains at least 50 percent residential use.***

The Project includes 361,923 square feet of residential uses, and 10,783 square feet of restaurant uses. Thus, the Project includes 97 percent residential use. As such, the Project would be consistent with this criterion.

***Consistency with TPP Criterion #2(b) – The Project includes a minimum net density of at least 20 units per acre.***

The Project Site is approximately 2.205 acres in size. The Project includes development of 362 dwelling units. As such, the Project would provide approximately 144 dwelling units per acre. As such, the Project would be consistent with this criterion.

***Consistency with TPP Criterion #2(c) – The Project Site is located within one-half mile of a major transit stop or a high quality transit corridor included in the 2020-2045 RTP/SCS.***

Public Resources Code (PRC) Section 21155 (b) defines a “high-quality transit corridor” as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

PRC Section 21064.3 defines “major transit stop” as a site containing any of the following:

- (a) An existing rail or bus rapid transit station.
- (b) A ferry terminal served by either a bus or rail transit service.
- (c) 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 21155 (b) states that a “major transit stop” is defined in PRC Section 21064.3, except that, for purposes of Section 21155 (b), it also includes major transit stops that are included in the applicable regional transportation plan.

The Project Site is located in an urban area served by multiple local bus lines that are near the site and with service intervals of 15 minute or less during morning and afternoon peak commute periods, including Metro Local Lines 108 and 110, CCB Lines 2, 3, 6, and CCB Rapid Line 6. Specifically, the CCB Line 6 and the CCB Rapid Line 6, which travel along Sepulveda Boulevard fronting the Project Site, have morning and afternoon peak headways of 15 minutes, thereby qualifying Sepulveda Boulevard as a high quality transit corridor. As such, the Project is within one-half mile of both a major transit stop and a high quality transit corridor and therefore, is consistent with this criterion.

## **4 MITIGATION MEASURES FROM PRIOR EIRS**

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### **Incorporation of Applicable Mitigation Measures from Prior EIRs**

Public Resources Code (PRC) Section 21151.2 requires that a Transit Priority Project (TPP) also incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs. Prior EIRs applicable to the Project include SCAG's 2016-2040 RTP/SCS and 2020-2045 RTP/SCS Program EIRs.

The Mitigation Monitoring and Reporting Program for the 2020-2045 RTP/SCS Program EIR (SCAG MMRP) include programmatic mitigation measures to be implemented by SCAG and project-level mitigation measures that SCAG encourages local agencies to implement, as appropriate and feasible, as part of project-specific environmental review.

As stated by SCAG, SCAG has no authority to impose mitigation measures on individual projects for which it is not the lead agency. However, for projects seeking to use CEQA streamlining and/or to tier from the Program EIR, project-level mitigation measures included in the Program EIR (or comparable measures) should be required by the local lead agency as appropriate and feasible. Many lead agencies have existing regulations, policies, and/or standard conditions of approval that address potential impacts. Nothing in the Program EIR is intended to supersede existing regulations and policies of individual jurisdictions. Since SCAG has no authority to impose mitigation measures, mitigation measures to be implemented by local jurisdictions are subject to a lead agency's independent discretion as to whether measures are applicable to projects in their respective jurisdictions. Lead agencies may use, amend, or not use measures identified in the Program EIR, as appropriate, to address project-specific conditions. The determination of significance and identification of appropriate mitigation is solely the responsibility of the lead agency.

To comply with PRC Section 21151.2, the City of Los Angeles (City) has reviewed all mitigation measures contained in the SCAG MMRP (refer to Table 4-1) and determined their applicability to the Project. For each such mitigation measure, the City considered whether to incorporate the mitigation measure from SCAG's Program EIR or whether an equally effective existing City mitigation measure, standard condition of approval, or other City regulation or federal, state, or regional regulation would supersede SCAG's mitigation measures. A discussion of the City's applicability determination is found on Table 4-1.

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<b>AESTHETICS</b>	
<p><b><i>Impact AES-1 Potential for the Plan to have a substantial adverse effect on a scenic vista</i></b></p> <p><b>PMM AES-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts to scenic vistas, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development.</li> <li>b) Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile.</li> <li>c) Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas.</li> <li>d) Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements.</li> <li>e) Retain or replace trees bordering highways, so that clear-cutting is not evident.</li> <li>f) Provide new corridor landscaping that respects and provides appropriate transition to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas.</li> <li>g) Reduce the visibility of construction staging areas by fencing and screening these areas with low contrast materials consistent with the surrounding environment, and by revegetating graded slopes and exposed earth surfaces at the earliest opportunity;</li> <li>h) Use see-through safety barrier designs (e.g. railings rather than walls)</li> </ul>	<p><b>No mitigation applies.</b> PRC Section 21099, enacted by Senate Bill 743, 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.” Consistent with SB 743, City of Los Angeles Zoning Information File ZI No. 2452 indicates that visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact shall not be considered a significant impact for infill projects within Transit Priority Areas (TPAs) pursuant to CEQA. The Project includes development of a mixed-use building with 362 dwelling units and 10,783 square feet of restaurant use within a City-designated TPA and within a SCAG-designated High Quality Transit Area (HQTa) and TPA. As such, the Project’s aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099. Thus, incorporation of this mitigation measure into the Project is not required.</p>
<p><b><i>Impact AES-2 Potential to substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway</i></b></p> <p>See PMM AES-1 above.</p>	<p><b>No mitigation applies.</b> See discussion of the applicability of PMM AES-1 above.</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p><b>Impact AES-3 Potential to substantially degrade the existing visual character or quality of public views (public views are those that are experienced from publicly accessible vantage points). In an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality</b></p> <p><b>PMM AES-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable.</li> <li>b) Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors.</li> <li>c) Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria.</li> <li>d) Design projects consistent with design guidelines of applicable general plans.</li> <li>e) Require that sites are kept in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape.</li> <li>f) Where sound walls are proposed, require sound wall construction and design methods that account for visual impacts as follows: <ul style="list-style-type: none"> <li>- use transparent panels to preserve views where sound walls would block views from residences;</li> </ul> </li> </ul>	<p><b>No mitigation applies.</b> PRC Section 21099, enacted by Senate Bill 743, 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.” Consistent with SB 743, City of Los Angeles Zoning Information File ZI No. 2452 indicates that visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact shall not be considered a significant impact for infill projects within TPAs pursuant to CEQA. The Project includes development of a mixed-use building with 362 dwelling units and 10,783 square feet of restaurant use within a City-designated TPA and within a SCAG-designated HQTAs and TPA. As such, the Project’s aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099. Thus, incorporation of this mitigation measure into the Project is not required.</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> <li>- use landscaped earth berm or a combination wall and berm to minimize the apparent sound wall height;</li> <li>- construct sound walls of materials whose color and texture complements the surrounding landscape and development;</li> <li>g) Design sound walls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation</li> </ul>	
<p><b>Impact AES-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area</b></p> <p><b>PMM AES-3:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties.</li> <li>b) Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7:00 a.m. to 10:00 p.m. or as otherwise required by applicable local rules or ordinances.</li> <li>c) Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting.</li> <li>d) Use unidirectional lighting to avoid light trespass onto adjacent properties.</li> <li>e) Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses.</li> <li>f) Provide structural and/or vegetative screening from light-sensitive uses.</li> <li>g) Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses.</li> <li>h) Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces.</li> <li>i) Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.</li> </ul>	<p><b>No mitigation applies.</b> PRC Section 21099, enacted by Senate Bill 743, 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.” Consistent with SB 743, City of Los Angeles Zoning Information File ZI No. 2452 indicates that visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact shall not be considered a significant impact for infill projects within TPAs pursuant to CEQA. The Project includes development of a mixed-use building with 362 dwelling units and 10,783 square feet of restaurant use within a City-designated TPA and within a SCAG-designated HQTa and TPA. As such, the Project’s aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099. Thus, incorporation of this mitigation measure into the Project is not required.</p>



**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<b>AGRICULTURAL RESOURCES</b>	
<p><b>Impact AG-1 Potential for the Plan to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use</b></p> <p><b>PMM AG-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to address potential adverse effects on agricultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Require project sponsors to mitigate for loss of farmland by providing permanent protection of in-kind farmland in the form of easements, fees, or elimination of development rights/potential.</li> <li>b) Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance.</li> <li>c) Maintain and expand agricultural land protections such as urban growth boundaries.</li> <li>d) Provide for mitigation fees to support a mitigation bank<sup>1</sup> that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands.</li> <li>e) Minimize severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access.</li> <li>f) Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.</li> </ul>	<p><b>No mitigation applies.</b> The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Site is not included in the Important Farmland category.<sup>1</sup> Therefore, the Project would not 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. Thus, incorporation of this mitigation measure into the Project is not required.</p>
<p><b>Impact AG-2 Potential for the Plan to conflict with existing zoning for agricultural use, or a Williamson Act contract</b></p>	<p><b>No mitigation applies.</b> The Project Site is not zoned for agricultural use, and the site is not under Williamson Act contract.<sup>2</sup> Therefore, the Project</p>

<sup>1</sup> State of California Department of Conservation, Division of Land Resource Protection, *Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland*, 1998.

<sup>2</sup> *Ibid.*

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p><b>PMM AG-2:</b> Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects on Williamson Act contracts to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> <li>a) Project relocation or corridor realignment to avoid lands in Williamson Act contracts.</li> <li>b) Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection.</li> </ul>	<p>would not conflict with existing zoning for agricultural use, or a Williamson Act contract. Thus, application of this mitigation measure to the Project is not required.</p>
<p><b>Impact AG-3 Potential for the Plan to conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))</b></p> <p><b>PMM AG-3:</b> Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland to maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> <li>a) Minimize construction related impacts to agricultural and forestry resources by locating materials and stationary equipment in such a way as to prevent conflict with agriculture and forestry resources.</li> </ul>	<p><b>No mitigation applies.</b> Neither the Project Site nor the surrounding area is zoned for forest land, timberland, or Timberland Production. As such, the Project would not result in any conflicts any zoning related to forest land, timberland, or Timberland Production zoning. The Project Site is located in an urbanized area of the City and is currently developed with mixed commercial uses. Thus, incorporation of this mitigation measure is not required.</p>
<p><b>Impact AG-4 Potential for the Plan to result in the loss of forest land or conversion of forest land to non-forest use</b></p> <p>See PMM AG-3 above.</p>	<p><b>No mitigation applies.</b> See discussion of the applicability of PMM AES-1 above.</p>
<p><b>Impact AG-5 Potential for the Plan to involve other changes in the existing environment which, due to their location or nature, could result in conversion</b></p>	<p><b>No mitigation applies.</b> Because the Project Site is currently not used for any agricultural uses and is not forest land, no agricultural use or forest land would be converted. The Project Site is located in an urbanized area</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p><b>of Farmland, to non-agricultural use or conversion of forest land to non-forest use</b></p> <p><b>PMM AG-4:</b> Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> <li>a) Design proposed projects to minimize, to the greatest extent feasible, the loss of the highest valued agricultural land.</li> <li>b) Redesign project features to minimize fragmenting or isolating Farmland. Where a project involves acquiring land or easements, ensure that the remaining non-project area is of a size sufficient to allow economically viable farming operations. The project proponents shall be responsible for acquiring easements, making lot line adjustments, and merging affected land parcels into units suitable for continued commercial agricultural management.</li> <li>c) Reconnect utilities or infrastructure that serve agricultural uses if these are disturbed by project construction. If a project temporarily or permanently cuts off roadway access or removes utility lines, irrigation features, or other infrastructure, the project proponents shall be responsible for restoring access as necessary to ensure that economically viable farming operations are not interrupted.</li> </ul> <p><b>PMM AG-5:</b> Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> <li>a) Manage project operations to minimize the introduction of invasive species or weeds that may affect agricultural production on adjacent agricultural land. Where a project has the potential to introduce sensitive species or habitats or have other spill-over effects on nearby agricultural lands, the project proponents shall be responsible for acquiring easements on nearby agricultural land and/or financially</li> </ul>	<p>of the City and is currently developed with mixed commercial uses. Thus, incorporation of this mitigation measure is not required.</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>compensating for indirect effects on nearby agricultural land. Easements (e.g., flowage easements) shall be required for temporary or intermittent interruption in farming activities (e.g., because of seasonal flooding or groundwater seepage). Acquisition or compensation would be required for permanent or significant loss of economically viable operations.</p>	
<b>AIR QUALITY</b>	
<p><b>Impact AQ-1 Conflict with or obstruct implementation of the applicable air quality plan</b></p> <p>No mitigation measures required.</p>	<p><b>No mitigation applies.</b> No mitigation measures related to this issue were identified, and no mitigation measures apply to the Project.</p>
<p><b>Impact AQ-2 Potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation</b></p> <p><b>PMM AQ-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Minimize land disturbance.</li> <li>b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.</li> <li>c) Cover trucks when hauling dirt.</li> <li>d) Stabilize the surface of dirt piles if not removed immediately.</li> <li>e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.</li> <li>f) Minimize unnecessary vehicular and machinery activities.</li> <li>g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.</li> <li>h) Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.</li> <li>i) On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications.</li> <li>j) Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road</li> </ul>	<p><b>No mitigation applies.</b> The analysis of the Project's potential air quality impacts in Section 5 (Sustainable Communities Environmental Analysis) concluded that the Project would not generate pollutant emissions in excess of applicable significance thresholds and would not have the potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation. No significant impacts related to this issue have been identified, and no mitigation measures are required. Thus, incorporation of this mitigation measure is not required.</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>(portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet.</p> <p>k) Ensure that all construction equipment is properly tuned and maintained.</p> <p>l) Minimize idling time to 5 minutes—saves fuel and reduces emissions.</p> <p>m) Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.</p> <p>n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.</p> <p>o) Develop a traffic plan to minimize community impacts as a result of traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. Project sponsors should consider developing a goal for the minimization of community impacts.</p> <p>p) As appropriate require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site.</p> <p>q) Require projects to use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet to Tier 4 Final engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by SCAG before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in</p>	

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should make available for inspection and remain on-site for a period of at least two years from completion of construction, unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where appropriate and feasible.</p> <p>r) Projects located within the South Coast Air Basin should consider applying for South Coast AQMD "SOON" funds which provides funds to applicable fleets for the purchase of commercially available low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles.</p> <p>s) Projects located within AB 617 communities should review the applicable Community Emissions Reduction Plan (CERP) for additional mitigation that can be applied to individual projects.</p> <p>t) Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships (EJCP), Clean Air Ranger Education (CARE), and Why Air Quality Matters programs.</p> <p>u) Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors).</p> <p>v) As applicable for airport projects, the following measures should be considered:</p> <ol style="list-style-type: none"> <li>a. Considering operational improvements to reduce taxi time and auxiliary power unit usage, where feasible. Additionally, consider single engine taxiing, if feasible as allowed per Federal Aviation Administration guidelines.</li> <li>b. Set goals to achieve a reduction in emissions from aircraft operations over the lifetime of the proposed project.</li> <li>c. Require the use of ground service equipment (GSE) that can operate on battery-power. If electric equipment cannot be obtained, require the use of alternative fuel, the cleanest gasoline equipment, or Tier 4, at a minimum.</li> </ol>	



**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>w) As applicable for port projects, the following measures should be considered:</p> <ul style="list-style-type: none"> <li>a. Develop specific timelines for transitioning to zero emission cargo handling equipment (CHE).</li> <li>b. Develop interim performance standards with a minimum amount of CHE replacement each year to ensure adequate progress.</li> <li>c. Use short side electric power for ships, which may include tugboats and other ocean-going vessels or develop incentives to gradually ramp up the usage of shore power.</li> <li>d. Install the appropriate infrastructure to provide shore power to operate the ships. Electrical hookups should be appropriately sized.</li> <li>e. Maximize participation in the Port of Los Angeles' Vessel Speed Reduction Program or the Port of Long Beach's Green Flag Initiation Program in order to reduce the speed of vessel transiting within 40 nautical miles of Point Fermin.</li> <li>f. Encourage the participation in the Green Ship Incentives.</li> <li>g. Offer incentives to encourage the use of on-dock rail.</li> </ul> <p>x) As applicable for rail projects, the following measures should be considered:</p> <ul style="list-style-type: none"> <li>a. Provide the highest incentives for electric locomotives and then locomotives that meet Tier 5 emission standards with a floor on the incentives for locomotives that meet Tier 4 emission standards.</li> </ul> <p>y) Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit.</p> <p>z) Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters.</p> <ul style="list-style-type: none"> <li>a. Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air</li> </ul>	

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>pollution and the reduced effectiveness of air filtration systems when windows are open or residents are outside.</p> <ul style="list-style-type: none"> <li>b. Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued.</li> <li>c. Disclose the potential increase in energy costs for running the HVAC system to prospective residents.</li> <li>d. Provide information to residents on where MERV filters can be purchased.</li> <li>e. Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units.</li> <li>f. Identify the responsible entity such as future residents themselves, Homeowner's Association, or property managers for ensuring enhanced filtration units are replaced on time.</li> <li>g. Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units.</li> <li>h. Set criteria for assessing progress in installing and replacing the enhanced filtration units; and</li> <li>i. Develop a process for evaluating the effectiveness of the enhanced filtration units.</li> </ul> <p>aa) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.</p>	
<p><b><i>Impact AQ-3 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard</i></b></p> <p>See PMM AQ-1 above.</p>	<p><b>No additional mitigation applies.</b> See discussion of the applicability of PMM AQ-1 above.</p>
<p><b><i>Impact AQ-4 Expose sensitive receptors to substantial pollutant concentrations</i></b></p> <p>See PMM AQ-1 above.</p>	<p><b>No additional mitigation applies.</b> See discussion of the applicability of PMM AQ-1 above.</p>
<p><b><i>Impact AQ-5 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people</i></b></p> <p>No mitigation measures required.</p>	<p><b>No mitigation applies.</b> No mitigation measures related to this issue were identified, and no mitigation measures apply to the Project.</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p><b>BIOLOGICAL RESOURCES</b></p> <p><b>Impact BIO-1</b> Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service</p> <p><b>PMM BIO-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to threatened and endangered species, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible.</li> <li>b) Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal ESA, Section 2081 of the California ESA to support issuance of an incidental take permit, and/or as identified in local or regional plans. Conservation strategies to protect the survival and recovery of federally and state-listed endangered and local special status species may include: <ul style="list-style-type: none"> <li>i. Impact minimization strategies</li> <li>ii. Contribution of in-lieu fees for in-kind conservation and mitigation efforts</li> <li>iii. Use of in-kind mitigation bank credits</li> <li>iv. Funding of research and recovery efforts</li> </ul> </li> </ul>	<p><b>No mitigation applies.</b> The Project Site is located in an urbanized and developed area of the City. The northern portion of the Project Site is currently improved with a single-story, multi-tenant commercial plaza and a single-story, multi-tenant industrial building, both with associated surface parking. The southern portion of the site is improved with Dinah's and associated surface parking. There are six trees located on the Project Site, five of which are alive. These include the following:<sup>3</sup></p> <ul style="list-style-type: none"> <li>• 2 carrotwood (<i>Cupaniopsis aracardioides</i>)</li> <li>• 1 yellow pine (<i>Podocarpus macrophyllus</i>)</li> <li>• 1 Mexican fan palm (<i>Washington robusta</i>)</li> <li>• 1 pygmy date palm (<i>Phoenix roebelenii</i>)</li> </ul> <p>Additionally, there are three private trees located off site but adjacent to the Project Site that could be affected by the Project. These include the following:</p> <ul style="list-style-type: none"> <li>• 1 southern magnolia (<i>Magnolia grandiflora</i>)</li> <li>• 2 Brisbane box (<i>Lophostemon conferta</i>)</li> </ul> <p>None of the on-site or off-site trees is considered a "protected tree or shrub," as defined by the City.<sup>4</sup> However, these trees could potentially provide nesting sites for migratory birds. Thus, the Project would be required to comply with the Migratory Bird Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10) and Section 3503 of the California Department of Fish and Wildlife Code, which regulates vegetation</p>

<sup>3</sup> City of Los Angeles Tree Inventory Report Dinah's Restaurant, Cy Carlberg, March 25, 2021. Refer to Appendix A.

<sup>4</sup> Protected trees and shrubs as defined by the City include oak trees (*Quercus spp.*) and Southern California black walnut trees (*Juglans californica*), western sycamore trees (*Platanus racemosa*), California bay trees (*Umbellularia californica*), Mexican elderberry shrubs (*Sambucus Mexicana*), and toyon (*Heteromeles arbutifolia*).

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> <li>v. Habitat restoration</li> <li>vi. Establishment of conservation easements</li> <li>vii. Permanent dedication of in-kind habitat</li>   <li>c) Design projects to avoid desert native plants protected under the California Desert Native Plants Act, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies.</li> <li>d) Temporary access roads and staging areas will not be located within areas containing sensitive plants, wildlife species or native habitat wherever feasible, so as to avoid or minimize impacts to these species.</li> <li>e) Develop and implement a Worker Environmental Awareness Program (environmental education) to inform project workers of their responsibilities to avoid and minimize impacts on sensitive biological resources.</li> <li>f) Retain a qualified botanist to document the presence or absence of special status plants before project implementation.</li> <li>g) Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to occupied sensitive species' habitat to facilitate avoidance of resources not permitted for impact.</li> <li>h) Appoint a qualified biologist to monitor implementation of mitigation measures.</li> <li>i) Schedule construction activities to avoid sensitive times for biological resources (e.g. steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased.</li> <li>j) Develop an invasive species control plan associated with project construction.</li> <li>k) If construction occurs during breeding seasons in or adjacent to suitable habitat, include appropriate sound attenuation measures required for sensitive avian species and other best management practices appropriate for potential local sensitive wildlife.</li> <li>l) Conduct pre-construction surveys to delineate occupied sensitive species' habitat to facilitate avoidance.</li> <li>m) Where projects are determined to be within suitable habitat and may impact listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel.</li> </ul>	<p>removal during the nesting season (February 15<sup>th</sup> to August 15<sup>th</sup>) to ensure that significant impacts to migratory birds would not occur. Compliance with these existing regulations would ensure that no significant impacts to nesting birds would occur. Thus, application of this mitigation measure to the Project is not required.</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p><b>Impact BIO-2</b> <i>Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service</i></p> <p><b>PMM BIO-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to riparian habitats and other sensitive natural communities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA.</li> <li>b) Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino.</li> <li>c) Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection pursuant to the California ESA, or Fully Protected Species afforded protection pursuant to the State Fish and Game Code.</li> <li>d) Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to Lakes and Streambeds.</li> <li>e) Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the MBTA during the breeding season.</li> <li>f) Consult with the CDFW for state-designated sensitive or riparian habitats where furbearing mammals, afforded protection pursuant to the provisions</li> </ul>	<p><b>No mitigation applies.</b> The Project Site is located in an urban area of the City and has previously been developed. No riparian habitat or other sensitive natural communities are located on the Project Site. Therefore, development of the Project would not result in adverse effects to any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service. Thus, application of this mitigation measure to the Project is not required.</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>of the State Fish and Game Code for fur-beaming mammals, are actively using the areas in conjunction with breeding activities.</p> <p>g) Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible.</p> <p>h) Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats and develop appropriate compensatory mitigation, where required.</p> <p>i) Appoint a qualified wetland biologist to monitor construction activities that may occur in or adjacent to sensitive communities.</p> <p>j) Appoint a qualified wetland biologist to monitor implementation of mitigation measures.</p> <p>k) Schedule construction activities to avoid sensitive times for biological resources and to avoid the rainy season when erosion and sediment transport is increased.</p> <p>l) When construction activities require stream crossings, schedule work during dry conditions and use rubber-wheeled vehicles, when feasible. Have a qualified wetland scientist determine if potential project impacts require a Notification of Lake or Streambed Alteration to CDFW during the planning phase of projects.</p> <p>m) Consult with local agencies, jurisdictions, and landowners where such state-designated sensitive or riparian habitats are afforded protection pursuant an adopted regional conservation plan.</p> <p>n) Install fencing and/or mark sensitive habitat to be avoided during construction activities.</p> <p>o) Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial native plants, when recommended by the qualified wetland biologist, for use in restoring native vegetation to areas of temporary disturbance within the project area. Salvage of soils containing invasive species, seeds and/or rhizomes will be avoided as identified by the qualified wetland biologist.</p> <p>p) Revegetate with appropriate native vegetation following the completion of construction activities, as identified by the qualified wetland biologist.</p> <p>q) Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species).</p>	

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>r) Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of native vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.</p>	
<p><b><i>Impact BIO-3 Have a substantial adverse effect on State or Federally Protected Wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means</i></b></p> <p><b>PMM BIO-3:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wetlands, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency.</p> <ul style="list-style-type: none"> <li>a) Require project design to avoid federally protected aquatic resources consistent with the provisions of Sections 404 and 401 of the CWA, wherever practicable and feasible.</li> <li>b) Where the lead agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters, such as those considered Waters Of the State of California under the State Wetland Definition and Procedures for Dischargers of Dredged or Fill Material to Waters of the State, not protected under Section 404 or 401 of the CWA, seek comparable coverage for these wetlands and waters in consultation with the SWRCB, applicable RWQCB, and CDFW.</li> <li>c) Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federal and state protected aquatic resource to support issuance of a permit under Section 404 of the CWA as administered by the USACE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACE's Final Compensatory Mitigation Rule. The USACE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as possible. Consistent with the administration's performance standard of "no net loss of wetlands" a USACE permit may require a project proponent to restore, establish, enhance or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation</li> </ul>	<p><b>No mitigation applies.</b> The Project Site is not located on protected wetlands or water features that are in the jurisdiction and responsibility of the U.S. Army Corps of Engineers or any other public agencies and/or Lead Agencies. Thus, application of this mitigation measure to the Project is not required.</p>



**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation:</p> <ul style="list-style-type: none"> <li>-- Permittee-responsible mitigation</li> <li>-- Contribution of in-kind in-lieu fees</li> <li>-- Use of in-kind mitigation bank credits</li> <li>-- Where avoidance is determined to be infeasible, and</li> </ul> <p>d) Where avoidance is determined to be infeasible and proposed projects' impacts exceed an existing Nationwide Permit (NWP) and/or California SWRCB-certified NWP, or applicable County Special Area Management Plan (SAMP), the lead agency should provide USACE and SWRCB (where applicable) an alternative analysis consistent with the Least Environmentally Damaging Practicable Alternatives in this order of priorities:</p> <ul style="list-style-type: none"> <li>-- Avoidance</li> <li>-- Impact Minimization</li> <li>-- On-site alternatives</li> <li>-- Off-site alternatives</li> </ul> <p>e) Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether aquatic resources will be affected and, if necessary, perform formal wetland delineation.</p>	
<p><b><i>Impact BIO-4 Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites</i></b></p> <p><b>PMM BIO-4:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects</p>	<p><b>No mitigation applies.</b> The Project Site is located in an urbanized and developed area of the City. The northern portion of the Project Site is currently improved with a single-story, multi-tenant commercial plaza and a single-story, multi-tenant industrial building, both with associated surface parking. The southern portion of the site is improved with Dinah's and associated surface parking. The Project Site is not part of a migratory wildlife corridor or native wildlife nursery. Therefore, the Project would not</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>related to wildlife movement, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino.</li> <li>b) Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement related to local ordinances or conservation plans.</li> <li>c) Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season.</li> <li>d) Conduct a survey to identify active raptor and other migratory nongame bird nests by a qualified biologist at least two weeks before the start of construction at project sites from February 1 through August 31.</li> <li>e) Prohibit construction activities with 300 feet of occupied nest of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season.</li> <li>f) Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season.</li> <li>g) When feasible and practicable, proposed projects will be designed to minimize impacts to wildlife movement and habitat connectivity and preserve existing and functional wildlife corridors.</li> <li>h) Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site.</li> <li>i) Long linear projects with the possibility of impacting wildlife movement should analyze habitat linkages/wildlife movement corridors on a broad scale to avoid critical narrow choke points that could reduce function of recognized movement corridor.</li> <li>j) Require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation.</li> </ul>	<p>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. Thus, application of this mitigation measure to the Project is not required.</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>k) Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat).</p> <p>l) When practicable and feasible design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches.</p> <p>m) Evaluate the potential for installation of overpasses, underpasses, and culverts to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Retrofitting of existing infrastructure in project areas should also be considered for wildlife crossings for purposes of mitigation.</p> <p>n) Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction.</p> <p>o) Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in MM-BIO-1(b), where applicable:</p> <ul style="list-style-type: none"> <li>-- Wildlife movement buffer zones</li> <li>-- Corridor realignment</li> <li>-- Appropriately spaced breaks in center barriers</li> <li>-- Stream rerouting</li> <li>-- Culverts</li> <li>-- Creation of artificial movement corridors such as freeway under- or overpasses</li> <li>-- Other comparable measures</li> </ul> <p>p) Where the lead agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions.</p> <p>q) Incorporate applicable and appropriate guidance (e.g. FHWA-HEP-16-059), as well as best management practices, to benefit pollinators with a focus on native plants.</p>	

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p><b>Impact BIO-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance</b></p> <p><b>PMM BIO-5:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce conflicts with local policies and ordinances protecting biological resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources.</li> <li>b) Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by an International Society of Arboriculture (ISA) certified arborist.</li> <li>c) If specific project area trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species, as directed by a qualified biologist.</li> <li>d) Appoint an ISA certified arborist to monitor construction activities that may occur in areas with trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” to facilitate avoidance of resources not permitted for impact. Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed.</li> <li>e) Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree. Where proposed development or other site work could encroach upon the protected</li> </ul>	<p><b>No mitigation applies.</b> As stated previously, there are six trees located on the Project Site, five of which are alive. These include the following:<sup>5</sup></p> <ul style="list-style-type: none"> <li>• 2 carrotwood (<i>Cupaniopsis aracardioides</i>)</li> <li>• 1 yellow pine (<i>Podocarpus macrophyllus</i>)</li> <li>• 1 Mexican fan palm (<i>Washington robusta</i>)</li> <li>• 1 pygmy date palm (<i>Phoenix roebelenii</i>)</li> </ul> <p>Additionally, there are three private trees located off site but adjacent to the Project Site that could be affected by the Project. These include the following:</p> <ul style="list-style-type: none"> <li>• 1 southern magnolia (<i>Magnolia grandiflora</i>)</li> <li>• 2 Brisbane box (<i>Lophostemon conferta</i>)</li> </ul> <p>The Applicant would be required to plant replacement trees on or adjacent to the Project Sites in conformance with the City’s Urban Forestry Division requirements for Project landscaping and tree replacement and planting. As such, the Project would not have the potential to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Thus, incorporation of the mitigation measure is not required.</p>

<sup>5</sup> City of Los Angeles Tree Inventory Report Dinah’s Restaurant, Cy Carlberg, March 25, 2021. Refer to Appendix A.

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filling, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree.</p> <p>f) Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree.</p> <p>g) Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration, as directed by the certified arborist.</p> <p>h) If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, as determined by the certified arborist, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed. Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations. Design projects to avoid conflicts with local policies and ordinances protecting biological resources</p> <p>i) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include:</p> <p>-- Avoidance strategies</p> <p>-- Contribution of in-lieu fees</p>	

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> <li>-- Planting of replacement trees</li> <li>-- Re-landscaping areas with native vegetation post-construction</li> <li>-- Other comparable measures developed in consultation with local agency and certified arborist.</li> </ul>	
<p><b><i>Impact BIO-6 Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.</i></b></p> <p><b>PMM BIO-6:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on HCPs and NCCPs, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs or NCCPs.</li> <li>b) Wherever practicable and feasible, the project shall be designed to avoid lands preserved under the conditions of an HCP or NCCP.</li> <li>c) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California ESA, shall be developed to support issuance of an incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in SMM-BIO-2, where applicable.</li> </ul>	<p><b>No mitigation applies.</b> The Project Site is not subject to any provisions of any Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Furthermore, the Project Site is not within or adjacent to an existing Significant Ecological Area. Thus, incorporation of the mitigation measure is not required.</p>
<b>CULTURAL RESOURCES</b>	
<p><b><i>Impact 3.5-1 Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5</i></b></p> <p><b>PMM CULT-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p>	<p><b>No mitigation applies.</b> A <i>Historical Resources Assessment</i> was prepared for the Project that determined that the Project would not result in any significant impacts on Dinah's Restaurant, a significant historical resource, or on any other historical resource. Refer to Appendix C and Section 5 (Sustainable Communities Environmental Impact Analysis).</p> <p>Regarding archaeological resources, the City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar measures</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>a) Pursuant to CEQA Guidelines Section 15064.5, conduct a record search during the project planning phase at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historical resources were identified.</p> <p>b) During the project planning phase, retain a qualified architectural historian, defined as an individual who meets the Secretary of the Interior's (SOI) Professional Qualification Standards (PQS) in Architectural History, to conduct historic architectural surveys if a built environment resource greater than 45 years in age may be affected by the project or if recommended by the Information Center.</p> <p>c) Comply with Section 106 of the National Historic Preservation Act (NHPA) including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following:</p> <p style="padding-left: 20px;">-- Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible.</p> <p style="padding-left: 20px;">-- Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources.</p> <p>d) If a project requires the relocation, rehabilitation, or alteration of an eligible historical resource, the Secretary of the Interior's Standards for the Treatment of Historic Properties should be used to the maximum extent possible to ensure the historical significance of the resource is not impaired. The application of the standards should be overseen by an architectural historian or historic architect meeting the SOI PQS. Prior to</p>	<p>that are equal to or more effective than PMM CULT-1. The South Central Coast Information Center (SCCIC) conducted a records search for the Project Site and a half-mile radius around the Site. The records search was completed in October 2020. The search did not identify any known prehistoric or historic resources on the Project Site. Three prehistoric resources, five historic resources, and one site containing prehistoric and historic resources were identified within a half-mile radius of the Project Site. Given that resources are known to existing in the Project Site area, the Project Applicant would be required to comply with the City's mitigation measure for Inadvertent Discovery of Archaeological Resources, listed below and as identified in Section 5 (Sustainable Communities Environmental Impact Analysis), that would ensure the Project would not cause an adverse change in the significance of a historical archaeological resource.</p> <p><b>CULT-1: Inadvertent Discovery of Archaeological Resources</b></p> <ul style="list-style-type: none"> <li>• If any archaeological materials are encountered during the course of Project development, all further development activity in the vicinity of the materials shall halt and: <ul style="list-style-type: none"> <li>○ The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact;</li> <li>○ The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource; and</li> <li>○ The Project Applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study, or report.</li> </ul> </li> <li>• Project development activities may resume once copies of the</li> </ul>



**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>any construction activities that may affect the historical resource, a report, meeting industry standards, should identify and specify the treatment of character-defining features and construction activities and be provided to the Lead Agency for review and approval.</p> <p>e) If a project would result in the demolition or significant alteration of a historical resource eligible for or listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register, recordation should take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and should be performed by an architectural historian or historian who meets the SOI PQS. Recordation should meet the SOI Standards and Guidelines for Architectural and Engineering, which defines the products acceptable for inclusion in the HABS/HAER/HALS collection at the Library of Congress. The specific scope and details of documentation should be developed at the project level in coordination with the Lead Agency.</p> <p>f) During the project planning phase, obtain a qualified archaeologist, defined as one who meets the SOI PQS for archaeology, to conduct a record search at the appropriate Information Center of the California Historical Resources Information System (CHRIS) to determine whether the project area has been previously surveyed and whether resources were identified.</p> <p>g) Contact the NAHC to request a Sacred Lands File search and a list of relevant Native American contacts who may have additional information.</p> <p>h) During the project planning phase, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the qualified professional, the Lead Agency, or the Information Center. In the event the qualified professional or Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources. Survey shall be conducted where the records indicate that no previous survey has been conducted, or if survey has not been conducted within the past 10 years. If tribal resources are identified during tribal outreach, consultation, or the record search, a Native American representative traditionally affiliated with the project area, as identified by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with archaeological surveys.</p>	<p>archaeological survey, study or report are submitted to:</p> <p align="center">           SCCIC Department of Anthropology            McCarthy Hall 477            CSU Fullerton            800 North State College Boulevard            Fullerton, CA 92834         </p> <ul style="list-style-type: none"> <li>• Prior to the issuance of any building permit, the Project Applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.</li> <li>• A covenant and agreement binding the Project Applicant to this condition shall be recorded prior to the issuance of a grading permit.</li> </ul>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>i) If potentially significant archaeological resources are identified through survey, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation should be performed by a qualified archaeologist prior to any construction-related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and avoidance is not possible, appropriate resource-specific mitigation measures should be established by the lead agency, in consultation with consulting tribes, where appropriate, and undertaken by qualified personnel. These might include a Phase III data recovery program implemented by a qualified archaeologist and performed in accordance with the OHP's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format and Guidelines for Archaeological Research Designs. Additional options can include 1) interpretative signage, or 2) educational outreach that helps inform the public of the past activities that occurred in this area. Should the project require extended Phase I testing, Phase II evaluation, or Phase III data recovery, a Native American representative traditionally affiliated with the project area, as indicated by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with the archaeological assessments. The long-term disposition of archaeological materials collected from a significant resource should be determined in consultation with the affiliated tribe(s), where relevant; this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.</p> <p>j) In cases where the project area is developed and no natural ground surface is exposed, sensitivity for subsurface resources should be assessed based on review of literature, geology, site development history, and consultation with tribal parties. If this archaeological desktop assessment indicates that the project is located in an area sensitive for archaeological resources, as determined by the Lead Agency in consultation with a qualified archaeologist, the project should retain an archaeological monitor and, in the case of sensitivity for tribal resources, a tribal monitor, to observe ground disturbing operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. The archaeological monitor should be supervised by an archaeologist meeting the SOI PQS.</p>	

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>k) Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist, and/or as appropriate, a qualified architectural historian who should make recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be significant under state or federal guidelines, impacts to the cultural resource will need to be mitigated.</p> <p>l) Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant, and tribal consultation can be conducted, in the case of tribal resources. If the archaeologist determines that the discovery is significant, its long-term disposition should be determined in consultation with the affiliated tribe(s); this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.</p>	
<p><b>Impact 3.5-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5</b></p> <p>See PMM CULT-1 above.</p>	<p><b>No mitigation applies.</b> See discussion of the applicability of PMM CULT-1 above.</p>
<p><b>Impact 3.5-3 Disturb human remains, including those interred outside of dedicated cemeteries</b></p> <p><b>PMM CULT-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to human remains, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required.</p>	<p><b>Mitigation applies.</b> The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar measures that are equal to or more effective than PMM CULT-2. The Project Site is located within an urbanized area of the City and has been subject to grading and development in the past. No known human remains exist at the Project Site. In the event that unknown human remains were encountered at the site, the Applicant would be required to comply with the State's Health and Safety Code Section 7050.5, which provides that in the event of discovery or recognition of any human remains at the Project Sites, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Los Angeles County Coroner has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>b) If any discovered remains are of Native American origin, as determined by the county Coroner, an experienced osteologist, or another qualified professional:</p> <ul style="list-style-type: none"> <li>-- Contact the County Coroner to contact the NAHC to designate a Native American Most Likely Descendant (MLD). The MLD should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. In some cases, it is necessary for the Lead Agency, qualified archaeologist, or developer to also reach out to the NAHC to coordinate and ensure notification in the event the Coroner is not available.</li> <li>-- If the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation within 48 hours after being notified by the commission, or the landowner or his representative rejects the recommendation of the MLD and the mediation by the NAHC fails to provide measures acceptable to the landowner, obtain a culturally affiliated Native American monitor, and an archaeologist, if recommended by the Native American monitor, and reburial the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance.</li> </ul>	<p>disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the PRC. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC). Thus, application of this mitigation measure to the Project is not required.</p>
<b>ENERGY</b>	
<p><b><i>Impact ENR-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation</i></b></p> <p>No mitigation measures required.</p>	<p><b>No mitigation applies.</b> No mitigation measures related to this issue were identified, and no mitigation measures apply to the Project.</p>
<p><b><i>Impact ENR-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency</i></b></p> <p>No mitigation measures required.</p>	<p><b>No mitigation applies.</b> No mitigation measures related to this issue were identified, and no mitigation measures apply to the Project.</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<b>GEOLOGY AND SOILS</b>	
<p><b>Impact GEO-1</b> <i>Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42; (ii) strong seismic ground shaking; (iii) seismic-related ground failure, including liquefaction; (iv) landslides</i></p> <p>No mitigation measures required.</p>	<p><b>No mitigation applies.</b> No mitigation measures related to this issue were identified, and no mitigation measures apply to the Project.</p>
<p><b>Impact GEO-2</b> <i>Result in substantial soil erosion or the loss of topsoil</i></p> <p><b>PMM GEO-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.</li> <li>b) Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program.</li> </ul>	<p><b>No mitigation applies.</b> The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than PMM-GEO-1. The Applicant would be required to implement the provisions of the South Coast Air Quality Management District's (SCAQMD) Rule 403 – Fugitive Dust to minimize wind and water-borne erosion at the site. Also, the Applicant would be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP), in accordance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity and Land Disturbance Activities. The site-specific SWPPP would be prepared prior to any ground-disturbing activities and would be implemented during Project construction. The SWPPP would include best management practices (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.). The SWPPP would be subject to review and approval by the City for compliance with the City's Development Best Management Practices Handbook, Part A, Construction Activities. Additionally, all Project construction activities would comply with the City's grading permit regulations, which require the</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>c) Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation.</p> <p>d) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.</p>	<p>implementation of grading and dust control measures, including a wet weather erosion control plan if ground-disturbing activities occur during a rainy season, as well as inspections to ensure that sedimentation and erosion is minimized. Through compliance with these existing regulations, the Project would not result in any significant impacts related to soil erosion during ground-disturbing activities. Additionally, during the Project's operational phase, most of the Project Site would be developed with impervious surfaces, and all stormwater flows would be directed to storm drainage features and would not come into contact with bare soil surfaces. Therefore, with compliance with applicable regulatory requirements, development of the Project would not cause or exacerbate soil erosion or loss of topsoil. Thus, application of this mitigation measure to the Project is not required.</p>
<p><b><i>Impact GEO-3 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse</i></b></p> <p>No mitigation measures required.</p>	<p><b>No mitigation applies.</b> No mitigation measures related to this issue were identified, and no mitigation measures apply to the Project.</p>
<p><b><i>Impact GEO-4 Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property</i></b></p> <p>No mitigation measures required</p>	<p><b>No mitigation applies.</b> No mitigation measures related to this issue were identified, and no mitigation measures apply to the Project.</p>
<p><b><i>Impact GEO-5 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</i></b></p> <p>No mitigation measures required.</p>	<p><b>No mitigation applies.</b> No mitigation measures related to this issue were identified, and no mitigation measures apply to the Project.</p>
<p><b><i>Impact GEO-6 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature</i></b></p> <p><b>PMM GEO-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency:</p>	<p><b>No mitigation applies.</b> The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than PMM GEO-2. The Project Site is located within an urbanized area of the City and has been subject to grading and development in the past. A records search was conducted with the Los Angeles County Natural History Museum to determine the likelihood for unique paleontological resources to occur at the Project Sites (refer to Appendix E). The records search revealed that no vertebrate fossil localities have been identified at the Project Site, but fossil localities have</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> <li>a) Ensure compliance with the Paleontological Resources Preservation Act, the Federal Land Policy and Management Act, the Antiquities Act, Section 5097.5 of the Public Resources Code (PRC), adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible, by adhering to and incorporating the performance standards and practices from the 2010 Society for Vertebrate Paleontology (SVP) standard procedures for the assessment and mitigation of adverse impacts to paleontological resources.</li> <li>b) Obtain review by a qualified paleontologist (e.g. who meets the SVP standards for a Principal Investigator or Project Paleontologist or the Bureau of Land Management (BLM) standards for a Principal Investigator), to determine if the project has the potential to require ground disturbance of parent material with potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature. The assessment should include museum records searches, a review of geologic mapping and the scientific literature, geotechnical studies (if available), and potentially a pedestrian survey, if units with paleontological potential are present at the surface.</li> <li>c) Avoid exposure or displacement of parent material with potential to yield unique paleontological resources.</li> <li>d) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible: <ul style="list-style-type: none"> <li>1. All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered.</li> <li>2. A qualified paleontologist prepares a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of unique paleontological resources encountered during construction. The PRMP should adhere to and incorporate the performance standards and practices from the 2010 SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. If unique paleontological resources are</li> </ul> </li> </ul>	<p>been identified nearby within the same sedimentary deposits that occur at the Project Site. As with all development in the City that includes any ground-disturbing activities, the Applicant would be required to comply with the City's standard practices related to the inadvertent discovery of subsurface resources. If paleontological resources are encountered, the Applicant would be required to notify the Department of Building and Safety immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project Site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, state, and local guidelines, including those set forth in PRC Section 5097.5. Thus, incorporation of this mitigation measure is not required.</p>



**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>encountered during construction, use a qualified paleontologist to oversee the implementation of the PRMP.</p> <p>3. Monitor ground disturbing activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontological monitor meeting the standards of the SVP or the BLM to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols.</p> <p>4. Identify where ground disturbance is proposed in a geologic unit having the potential for containing fossils and specify the need for a paleontological monitor to be present during ground disturbance in these areas.</p> <p>e) Avoid routes and project designs that would permanently alter unique geological features.</p> <p>f) Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.</p> <p>g) Significant recovered fossils should be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility.</p> <p>h) Following the conclusion of the paleontological monitoring, the qualified paleontologist should prepare a report stating that the paleontological monitoring requirement has been fulfilled and summarize the results of any paleontological finds. The report should be submitted to the lead CEQA and the repository curating the collected artifacts, and should document the methods and results of all work completed under the PRMP, including treatment of paleontological materials, results of specimen processing, analysis, and research, and final curation arrangements.</p>	
<b>GREENHOUSE GAS EMISSIONS</b>	
<p><b>Impact GHG-1</b> <i>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment</i></p> <p><b>PMM GHG-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to greenhouse gas emissions, as applicable and feasible. Such measures</p>	<p><b>No mitigation applies.</b> As discussed in detail in Section 5 (Sustainable Communities Environmental Impact Analysis), the Project's generation of GHG emissions would not be considered cumulatively considerable, as the Project would not conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing GHG emissions. Thus, incorporation of this mitigation measure into the Project is not required.</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including: <ul style="list-style-type: none"> <li>i. Use energy efficient materials in building design, construction, rehabilitation, and retrofit.</li> <li>ii. Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems.</li> <li>iii. Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs, trees for shade, and sunlight.</li> <li>iv. Incorporate passive environmental control systems that account for the characteristics of the natural environment.</li> <li>v. Use high-efficiency lighting and cooking devices.</li> <li>vi. Incorporate passive solar design.</li> <li>vii. Use high-reflectivity building materials and multiple glazing.</li> <li>viii. Prohibit gas-powered landscape maintenance equipment.</li> <li>ix. Install electric vehicle charging stations.</li> <li>x. Reduce wood burning stoves or fireplaces.</li> <li>xi. Provide bike lanes accessibility and parking at residential developments.</li> </ul> </li> <li>b) Reduce emissions resulting from projects through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines.</li> <li>c) Include off-site measures to mitigate a project's emissions.</li> <li>d) Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to: <ul style="list-style-type: none"> <li>i. Use energy and fuel-efficient vehicles and equipment;</li> <li>ii. Deployment of zero- and/or near zero emission technologies;</li> <li>iii. Use lighting systems that are energy efficient, such as LED technology;</li> </ul> </li> </ul>	

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> <li>iv. Use the minimum feasible amount of GHG-emitting construction materials;</li> <li>v. Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production;</li> <li>vi. Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse;</li> <li>vii. Incorporate design measures to reduce energy consumption and increase use of renewable energy;</li> <li>viii. Incorporate design measures to reduce water consumption;</li> <li>ix. Use lighter-colored pavement where feasible;</li> <li>x. Recycle construction debris to maximum extent feasible;</li> <li>xi. Plant shade trees in or near construction projects where feasible; and</li> <li>xii. Solicit bids that include concepts listed above.</li> </ul> <p>e) Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to the following:</p> <ul style="list-style-type: none"> <li>i. Promote transit-active transportation coordinated strategies;</li> <li>ii. Increase bicycle carrying capacity on transit and rail vehicles;</li> <li>iii. Improve or increase access to transit;</li> <li>iv. Increase access to common goods and services, such as groceries, schools, and day care;</li> <li>v. Incorporate affordable housing into the project;</li> <li>vi. Incorporate the neighborhood electric vehicle network;</li> <li>vii. Orient the project toward transit, bicycle and pedestrian facilities;</li> <li>viii. Improve pedestrian or bicycle networks, or transit service;</li> <li>ix. Provide traffic calming measures;</li> <li>x. Provide bicycle parking;</li> <li>xi. Limit or eliminate park supply;</li> <li>xii. Unbundle parking costs;</li> <li>xiii. Provide parking cash-out programs;</li> <li>xiv. Implement or provide access to commute reduction program;</li> </ul>	

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> <li>f) Incorporate bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; and planning for and building local bicycle projects that connect with the regional network;</li> <li>g) Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations; and</li> <li>h) Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs including but not limited to measures that: <ul style="list-style-type: none"> <li>i. Provide car-sharing, bike sharing, and ride-sharing programs;</li> <li>ii. Provide transit passes;</li> <li>iii. Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services;</li> <li>iv. Provide incentives or subsidies that increase that use of modes other than single-occupancy vehicle;</li> <li>v. Provide on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms;</li> <li>vi. Provide employee transportation coordinators at employment sites;</li> <li>vii. Provide a guaranteed ride home service to users of non-auto modes.</li> </ul> </li> <li>i) Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles;</li> <li>j) Land use siting and design measures that reduce GHG emissions, including: <ul style="list-style-type: none"> <li>i. Developing on infill and brownfields sites;</li> <li>ii. Building compact and mixed-use developments near transit;</li> <li>iii. Retaining on-site mature trees and vegetation, and planting new canopy trees;</li> <li>iv. Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels,</li> </ul> </li> </ul>	

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and</p> <p>v. Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse.</p> <p>k) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. The measures provided above are also intended to be applied in low income and minority communities as applicable and feasible.</p>	
<p><b><i>Impact GHG-2 Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases</i></b></p> <p>See PMM GHG-1 above.</p>	<p><b>No mitigation applies.</b> See discussion of the applicability of PMM GHG-1 above.</p>
<b>HAZARDS AND HAZARDOUS MATERIALS</b>	
<p><b><i>Impact HAZ-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials</i></b></p> <p><b>PMM HAZ-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the routine transport, use, or disposal of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials.</p> <p>b) Specify Project requirements for interim storage and disposal of hazardous materials during construction and operation. Storage and disposal strategies must be consistent with applicable federal, state, and local statutes and regulations. Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with</p>	<p><b>No mitigation applies.</b> The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than PMM HAZ-1. The types of hazardous materials that would be used during construction of the Project would be typical of those hazardous materials necessary for construction of a residential development (e.g., paints, solvents, fuel for construction equipment, building materials, etc.). Although construction of the Project would require the temporary transport, use, and disposal of hazardous waste, construction activities associated with Project would be required to comply with all applicable federal, state, and local regulations governing such activities. With the exception of Dinah's restaurant use, the Project includes demolition and removal of the existing uses from the Project Site and development of the site with mixed-use building, including 362 dwelling units and an additional 3,700 square feet of restaurant use, similar to other mixed-use development already found in the Project Site area and region. The Project would use common types of cleaning products, paint, petroleum products, etc. and would not require the routine transport, use, or disposal of hazardous materials that would pose a significant hazard to the public or environment. Thus, application of this mitigation measure to the Project is not required.</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>applicable federal, state, and local statutes and regulations, in the business plan for projects as applicable and appropriate.</p> <p>c) Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following:</p> <ul style="list-style-type: none"> <li>-- The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids.</li> <li>-- The location of such hazardous materials.</li> <li>-- An emergency response plan including employee training information.</li> <li>-- A plan that describes the way these materials are handled, transported and disposed.</li> </ul> <p>d) Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction.</p> <p>e) Avoid overtopping construction equipment fuel gas tanks.</p> <p>f) Properly contain and remove grease and oils during routine maintenance of construction equipment.</p> <p>g) Properly dispose of discarded containers of fuels and other chemicals.</p> <p>h) Prior to shipment remove the most volatile elements, including flammable natural gas liquids, as feasible.</p> <p>i) Identify and implement more stringent tank car safety standards.</p> <p>j) Improve rail transportation route analysis, and modification of routes based on that analysis.</p> <p>k) Use the best available inspection equipment and protocols and implement positive train control.</p> <p>l) Reduce train car speeds to 40 miles per hour when passing through urbanized areas of any size.</p> <p>m) Limit storage of crude oil tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments.</p>	



**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> <li>n) Notify in advance county and city emergency operations offices of all crude oil shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident.</li> <li>o) Report quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying crude oil identified.</li> <li>p) Fund training and outfitting emergency response crews that includes the cost of backfilling personnel while in training.</li> <li>q) Undertake annual emergency responses scenario/field based training including Emergency Operations Center Training activations with local emergency response agencies.</li> </ul>	
<p><b><i>Impact HAZ-2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment</i></b></p> <p><b>PMM HAZ-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce hazards related to the reasonably foreseeable upsets and accidents involving the release of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>Require implementation of safety standards regarding transport of hazardous materials, including but not limited to the following:</p> <ul style="list-style-type: none"> <li>a) Removal of the most volatile elements, including flammable natural gas liquids, prior to shipment;</li> <li>b) More stringent tank car safety standards;</li> <li>c) Improved rail transportation route analysis, and modification of routes based on that analysis;</li> <li>d) Utilization of the best available inspection equipment and protocols, and implementation of positive train control;</li> <li>e) Reduced train car speeds to 40 miles per hour when passing through urbanized areas of any size;</li> </ul>	<p><b>No mitigation applies.</b> The Project does not include the shipment of flammable liquids and other hazardous materials and does not include any rail transportation. Thus, incorporation of this mitigation measure is not required.</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> <li>f) Limitations on storage of hazardous materials tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments;</li> <li>g) Advance notification to county and city emergency operations offices of all crude oil and hazardous materials shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident;</li> <li>h) Quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying hazardous materials.</li> </ul>	
<p><b><i>Impact HAZ-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school</i></b></p> <p><b>PMM HAZ-3:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the release of hazardous materials within one-quarter mile of schools, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Where the construction and operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible.</li> <li>b) Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notifications of the anticipated schedule of transport of such materials.</li> </ul>	<p><b>No mitigation applies.</b> No schools are located within 0.25 miles of the Project Site. The school closest to the Project Site is the Playa del Rey Elementary School, located approximately 0.7 miles northwest of the Project Site. Thus, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Thus, application of this mitigation measure is not required.</p>
<p><b><i>Impact HAZ-4 Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment</i></b></p>	<p><b>No mitigation applies.</b> The Project Site is not included on any list compiled pursuant to Government Code Section 65962.5.<sup>6</sup> Thus, the Project would not create a hazard to the public or the environment as a result of being listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Thus, application of this mitigation measure is not required.</p>

<sup>6</sup> Department of Toxic Substance Control, <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress>, accessed July 5, 2021.

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p><b>PMM HAZ-4:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to projects that are located on a site which is included on the Cortese List, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) For any listed sites or sites that have the potential for residual hazardous materials as a result of historic land uses, complete a Phase I Environmental Site Assessment, including a review and consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects.</li> <li>b) Where warranted due to the known presence of contaminated materials, submit to the appropriate agency responsible for hazardous materials/wastes oversight a Phase II Environmental Site Assessment report if warranted by a Phase I report for the project site. The reports should make recommendations for remedial action, if appropriate, and be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer.</li> <li>c) Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the project, for remedial action.</li> <li>d) Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans.</li> <li>e) Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the U.S. EPA to determine the extent of potential contamination beneath all underground storage tanks (USTs), elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building.</li> <li>f) Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human</li> </ul>	

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps.</p> <p>g) Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency.</p> <p>h) Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to, notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority.</p> <p>i) Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies.</p> <p>j) Groundwater pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.</p> <p>k) As needed and appropriate, prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site.</p>	

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>l) Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction.</p> <p>m) If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915- 25919.7; and other local regulations.</p> <p>n) Where projects include the demolitions or modification of buildings constructed prior to 1978, complete an assessment for the potential presence or lack thereof of ACM, lead based paint, and any other building materials or stored materials classified as hazardous waste by state or federal law.</p> <p>o) Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration's (Cal OSHA's) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.</p>	
<p><b><i>Impact HAZ-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area</i></b></p> <p>See PMM NOISE-1, below.</p>	<p><b>No mitigation applies.</b> The Project Site is located approximately two miles northeast of Los Angeles International Airport. The Project Site is located within a designated airport hazard area, which is an area whose boundaries impose height limitations on the use of the land. Development within an airport hazard area that is above an elevation of 126 feet above sea level (asl) is limited to a height of 250 feet. The Project Site is at approximately 32 feet asl, and the maximum height of the proposed</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
	building is 96 feet, 4 inches. Thus, the Project would comply with the height requirements for the airport hazardous area. Additionally, the Project would not produce any airport-related noise. As such, the Project would not result in a safety hazard or excessive noise for people residing or working in the project area. Thus, incorporation of this mitigation measure is not required.
<p><b><i>Impact HAZ-6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan</i></b></p> <p><b>PMM HAZ-5:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions.</li> <li>b) Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks;</li> <li>c) Continue to evaluate lifeline routes for movement of emergency supplies and evacuation.</li> </ul>	<p><b>No mitigation applies.</b> The City has determined that this mitigation measure does not apply to the Project, because the mitigation measure is directed toward municipalities with control over transportation/circulation, conveyance of emergency information, and evaluation of emergency routes. The mitigation measure is not applicable to the Project.</p>
<p><b><i>Impact HAZ-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires</i></b></p> <p>See Impact WF-2, below.</p>	<p><b>No mitigation applies.</b> See discussion of the applicability of PMM WF-1 below.</p>
<b>HYDROLOGY AND WATER QUALITY</b>	
<p><b><i>Impact HYD-1 Potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality</i></b></p> <p><b>PMM HYD-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or</p>	<p><b>No mitigation applies.</b> The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than PMM HYD-1. The Project would be required to comply with existing regulatory requirements pertaining to water quality standards and waste discharge requirements during construction and operation, as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB) and the City. The Project would comply with</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction.</li> <li>b) Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable.</li> <li>c) Comply with the Caltrans storm water discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control.</li> <li>d) Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures.</li> <li>e) Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings.</li> <li>f) Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse:</li> <li>g) Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project.</li> <li>h) Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities.</li> <li>i) Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase.</li> <li>j) Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans' storm water discharge permit including long-term sediment control and drainage of roadway runoff.</li> <li>k) Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to</li> </ul>	<p>Los Angeles Municipal Code (LAMC) Chapter IX, Division 70, which addresses erosion control during grading, excavations, and fills. Project construction activities would require grading, excavation, and foundation permits or approvals from the City, which would include requirements and standards designed to limit erosion. The Project would also be designed to comply with the City's Low Impact Development (LID) Ordinance. Prior to the issuance of grading permits, the Applicant would submit a LID Plan to the City's Bureau of Sanitation (LASAN) Watershed Protection Division for review and approval. The LID Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook. 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 would ensure that construction stormwater runoff would not violate water quality and/or discharge requirements and minimize soil erosion and sedimentation from entering the storm drains during the construction period. During operation the 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 replace or creates more than 500 square feet of impervious area. 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 Project would be required to capture and treat the runoff volume produced by the 85<sup>th</sup> percentile storm event 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 and Stormwater and Urban Runoff Pollution Control Ordinance, including the implementation of BMPs, would ensure that operation of the Project would not violate water quality standard and discharge requirements or otherwise substantially degrade water quality. Consistent with the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 181,899 and No. 183,833), the Project would be required to adhere to City discharge requirements and would implement BMPs meant to reduce stormwater pollution during demolition, grading, and</p>



**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process.</p> <p>l) Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels.</p> <p>m) Encourage Low Impact Development (LID) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible.</p>	<p>construction activities. Thus, application of this mitigation measure to the Project is not required.</p>
<p><b><i>Impact HYD-2 Potential to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin</i></b></p> <p><b>PMM HYD-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Avoid designs that require continual dewatering where feasible. For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes adverse impacts on groundwater for the life of the project. Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code.</p> <p>b) Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize new impervious surfaces, including the use of in-lieu fees and off-site mitigation.</p>	<p><b>No mitigation applies.</b> The Project Site is fully developed with impervious surfaces and is not a significant area of groundwater recharge. Thus, application of this mitigation measure to the Project is not required.</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> <li>c) Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface.</li> <li>d) Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.</li> </ul>	
<p><b><i>Impact HYD-3a Substantially alter the existing drainage pattern of the site or area, including through the alteration of course of a stream or river through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on-or off-site</i></b></p> <p>See PMM HYD-1 above.</p>	<p><b>No mitigation applies.</b> See discussion of the applicability of PMM HYD-1 above.</p>
<p><b><i>Impact HYD-3b Substantially alter the existing drainage pattern of the site or area, including through the alteration of course of a stream or river through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of flooding on- or off-site</i></b></p> <p>See PMM HYD-1 and PMM HYD-2 above.</p>	<p><b>No mitigation applies.</b> See discussion of the applicability of PMM HYD-1 and PMM HYD-2 above.</p>
<p><b><i>Impact HYD-3c Substantially alter the existing drainage pattern of the site or area, including through the alteration of course of a stream or river through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff</i></b></p> <p>See PMM HYD-1 and PMM HYD-2 above.</p>	<p><b>No mitigation applies.</b> See discussion of the applicability of PMM HYD-1 and PMM HYD-2 above.</p>
<p><b><i>Impact HYD-4 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation</i></b></p> <p><b>PMM HYD-4:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan</li> </ul>	<p><b>No mitigation applies.</b> The Project Site is not in an area susceptible to seiches, tsunamis, or mudflows. Therefore, the Project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow. Thus, incorporation of this mitigation measure is not required.</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.</p>	
<p><b><i>Impact HYD-5 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan</i></b></p> <p>See PMM HYD-2 above.</p>	<p><b>No mitigation applies.</b> See discussion of the applicability of PMM HYD-2 above.</p>
<b>LAND USE AND PLANNING</b>	
<p><b><i>Impact LU-1 Potential for the Plan to physically divide an established community</i></b></p> <p><b>PMM LU-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Facilitate good design for land use projects that build upon and improve existing circulation patterns</li> <li>b) Encourage implementing agencies to orient transportation projects to minimize impacts on existing communities by: <ul style="list-style-type: none"> <li>-- Selecting alignments within or adjacent to existing public rights of way.</li> <li>-- Design sections above or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project.</li> <li>-- Wherever feasible incorporate direct crossings, overcrossings, or under crossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles).</li> </ul> </li> <li>c) Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to: <ul style="list-style-type: none"> <li>-- Alignment shifts to minimize the area affected.</li> </ul> </li> </ul>	<p><b>No mitigation applies.</b> The Project does not include the development of new roadway facilities and would not otherwise physically divide a community. Thus, incorporation of this mitigation measure is not required.</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> <li>-- Reduction of the proposed right-of-way take to minimize the overall area of impact.</li> <li>-- Provisions for bicycle, pedestrian, and vehicle access across improved roadways.</li> </ul>	
<p><b><i>Impact LU-2 Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect</i></b></p> <p><b>PMM LU-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) When an inconsistency with the adopted general plan policy or land use regulation (adopted for the purpose of avoiding or mitigating an impact) is identified modify the transportation or land use project to eliminate the conflict; or, determine if the environmental, social, economic, and engineering benefits of the project warrant an amendment to the general plan or land use regulation.</li> </ul>	<p><b>No mitigation applies.</b> As discussed in Section 5 (Sustainable Communities Environmental Impact Analysis), the Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect, and no mitigation measures are required. Thus, incorporation of this mitigation measure into the Project is not required.</p>
<b>MINERAL RESOURCES</b>	
<p><b><i>Impact MIN-1 Potential to result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state</i></b></p> <p><b>PMM MIN-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the use of mineral resources that could be of value to the region, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to</li> </ul>	<p><b>No mitigation applies.</b> The Project Site is located in an urbanized part of the City. There are no known mineral resources on the Project Site or in the vicinity. Thus, the Project would not 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. Thus, application of this mitigation measure to the Project is not required.</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects.</p> <p>b) Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures such as:</p> <ol style="list-style-type: none"> <li>1) Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable.</li> <li>2) Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site.</li> <li>3) Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations.</li> <li>4) Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources.</li> </ol>	
<p><b><i>Impact MIN-2 Potential to result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan</i></b></p> <p>See PMM MIN-1 above.</p>	<p><b>No mitigation applies.</b> See discussion of the applicability of PMM MIN-1 above.</p>
<b>NOISE</b>	
<p><b><i>Impact NOISE-1 Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies</i></b></p> <p><b>PMM NOISE-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that</p>	<p><b>Mitigation applies.</b> The City has determined to apply relevant portions of PMM NOISE-1 to the Project.</p> <p><b>NOISE-1:</b> The Project shall incorporate the following applicable measures from the 2020-2045 RTP/SCS Mitigation Measure “PMM NOISE-1” to reduce the impact of construction-related noise on Sepulveda Boulevard Residences:</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Install temporary noise barriers during construction.</li> <li>b) Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses.</li> <li>c) Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance</li> <li>d) Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.</li> <li>e) Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.</li> <li>f) Designate an on-site construction complaint and enforcement manager for the project.</li> <li>g) Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.</li> <li>h) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.</li> </ul>	<ul style="list-style-type: none"> <li>a) Install temporary noise barriers during construction. Temporary noise barriers shall be installed along the southern perimeter of the Project Site where the existing parking lot abuts the Extended Stay America Hotel Property. The noise barrier shall be at least 20 feet in height and rated for a transmission loss that is no less than 25 dBA. The noise barrier shall not have any gaps or holes between the panels or at the bottom that may compromise its effectiveness. The supporting structure shall be engineered and erected in order to comply with LAMC noise requirements, including those set forth in Chapter XI, Article 2 of the LAMC.</li> <li>b) Schedule construction activities consistent with the allowable hours pursuant to the City of Los Angeles general plan noise element or noise ordinance.</li> <li>c) Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off hours), along with permitted construction days and hours, complain procedures, and who to notify in the event of a problem.</li> <li>d) Notify neighbors and occupants within 300 feet of the Project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.</li> <li>e) Designate an on-site construction complaint and enforcement manager for the Project.</li> <li>f) Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. Construction equipment shall comply with noise limits in LAMC Section 112.05.</li> <li>g) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the</li> </ul>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> <li>i) Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors.</li> <li>j) Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction.</li> <li>k) Using rubberized asphalt or “quiet pavement” to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned.</li> <li>l) Projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, should reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA; a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant.</li> <li>m) Use land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses.</li> <li>n) Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance.</li> <li>o) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction.</li> <li>p) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.</li> <li>q) Use of portable barriers in the vicinity of sensitive receptors during construction.</li> <li>r) Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound blankets), and implement if such measures are feasible and would noticeably reduce noise impacts.</li> </ul>	<p>compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. Construction equipment shall comply with noise limits in LAMC Section 112.05.</p> <ul style="list-style-type: none"> <li>h) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction. Construction equipment shall comply with noise limits in LAMC Section 112.05.</li> <li>i) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction. Construction equipment shall comply with noise limits in LAMC Section 112.05.</li> </ul>



**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> <li>s) Monitor the effectiveness of noise attenuation measures by taking noise measurements.</li> <li>t) Maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise-generating facilities.</li> <li>u) Construct sound reducing barriers between noise sources and noise-sensitive land uses.</li> <li>v) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.</li> <li>w) Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures.</li> <li>x) Locate transit-related passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations away from sensitive receptors to the maximum extent feasible.</li> </ul>	
<p><b>Impact NOISE-2 Generation of excessive groundborne vibration or groundborne noise levels</b></p> <p><b>PMM NOISE-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations.</li> <li>b) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other</li> </ul>	<p><b>No mitigation applies.</b> The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with measures that are equal to or more effective than those outlined in PMM NOISE-2 that have been crafted to address Project-specific impacts to an on-site structure. (No significant impacts to off-site structures would occur.) Refer to Mitigation Measure NOISE-2, below.</p> <p><b>NOISE-2:</b> The Project Applicant shall retain the services of a qualified acoustical/vibration consultant or engineer to review the existing conditions, the proposed construction equipment and construction plan, including proposed locations of demolition, grading, and construction activities, and to develop and implement a vibration monitoring program capable of documenting and assessing construction-related ground or structure vibration levels in relation to Dinah's Family Restaurant. Pre-construction surveys shall be performed to document the conditions of the Dinah's Family Restaurant building. The vibration monitoring program shall</p>

<p>structure, and design means and construction methods to not exceed the thresholds.</p> <ul style="list-style-type: none"> <li>c) For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain.</li> <li>d) Restrict construction activities to permitted hours in accordance with local jurisdiction regulation.</li> <li>e) Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silencers, wraps).</li> <li>f) Prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors.</li> </ul>	<p>be implemented and recorded during the Project's non-sewer relocation-related demolition, grading, and building construction phases, and shall include the following:</p> <ul style="list-style-type: none"> <li>• Documentation, consisting of video and/or photographic documentation of damage-prone areas (i.e., any deteriorated stucco or stone accent cladding) and other character-defining features of historical interest that may reasonably be damaged by construction-related vibrations.</li> <li>• During non-sewer relocation-related demolition, grading, and building construction phases, a vibration monitoring system shall continuously measure and store the vibration levels in inches per second PPV. The system may measure vibration from a location immediately adjacent to Dinah's Family Restaurant or via sensors located directly on character-defining features of Dinah's Family Restaurant itself. The system shall provide real-time alerts to the designated acoustical/vibration consultant or engineer, or to a construction representative, immediately when a vibration level of 0.2 inches per second PPV is measured.</li> <li>• In the event the 0.2 inches per second PPV threshold is triggered, or if noticeable architectural damage becomes evident to the Project contractor, work shall immediately stop in the area of the Dinah's Family Restaurant building until the source of vibration generation has been identified and measures have been taken to prevent vibration-related damage to the building. An inspection of the Dinah's Family Restaurant building for potential architectural damage shall be conducted, the results of which shall be logged. Construction activities may then resume if the acoustical/vibration consultant or engineer and the Project contractor confirm that no vibration-induced damages have occurred. If damage is apparent, the acoustical/vibration</li> </ul>
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**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
	consultant or engineer and the Project contractor shall take measures to reduce construction-related vibration levels and ensure that no further damage occurs.
<p><b><i>Impact NOISE-3 For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels</i></b></p> <p>See PMM NOISE-1 above</p>	<p><b>No mitigation applies.</b> As discussed in Section 5 (Sustainable Communities Environmental Assessment), although the Project Site is located approximately two miles north of Los Angeles International Airport, the site is not located within this airport's influence area, its land use plan, or its 65 dB CNEL contour zone. No potential impacts would occur, and no mitigation is required.</p>
<b>POPULATION AND HOUSING</b>	
<p><b><i>Impact POP-1 Induce a substantial unplanned population growth to areas of the region either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., by extending roads and other infrastructure)</i></b></p> <p>No project-level mitigation measures were identified for this issue.</p>	<p><b>No mitigation applies.</b> No project-level mitigation measures related to this issue were identified, and no mitigation measures apply to the Project.</p>
<p><b><i>Impact POP-2 Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.</i></b></p> <p><b>PMM POP-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the displacement of existing housing, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people.</li> <li>b) Prioritize the use existing ROWs, wherever feasible.</li> <li>c) Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.</li> <li>d) Review capacities of available urban infrastructure and augment capacities as needed to accommodate demand in locations where growth is desirable</li> </ul>	<p><b>No mitigation applies.</b> No housing is currently located on the Project Site, and no housing would be displaced as a result of the Project. Thus, application of this mitigation measure to the Project is not required.</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>to the local lead Agency and encouraged by the SCS (primarily TPAs, where applicable).</p> <p>e) When General Plans and other local land use regulations are amended or updated, use the most recent growth projections and RHNA allocation plan.</p>	
<b>PUBLIC SERVICES</b>	
<p><b><i>Impact PSF-1 Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives</i></b></p> <p>See PMM PSP-1 below.</p>	<p><b>No mitigation applies.</b> See discussion of the applicability of PMM PSP-1 below.</p> <p>The City has determined that existing regulations would apply to the Project that are equal to or more effective than PMM PSP-1. The Project would be subject to compliance with fire protection design standards, as necessary, per the California Building Code, California Fire Code, LAMC, and the Los Angeles Fire Department (LAFD), to ensure adequate fire protection. In addition, the City requires that plans for building construction, fire flow requirements, fire protection devices (e.g. sprinklers and alarms), fire hydrants and spacing, and fire access (including ingress/egress), turning radii, driveway width, and grading would be prepared for review and approval by the LAFD. The Project would not result in a substantial increase in demand for additional fire protection services that would exceed the capability of the LAFD, such that it would require the construction of a new fire station. Thus, application of this mitigation measure to the Project is not required.</p>
<p><b><i>Impact PSP-1 Result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, need for new or physically altered police facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives</i></b></p> <p><b>PMM PSP-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new emergency response facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Coordinate with emergency response agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios,</li> </ul>	<p><b>No mitigation applies.</b> The City has determined that existing regulations would apply to the Project that are equal to or more effective than PMM PSP-1. In accordance with existing City regulations, the Project would implement appropriate temporary security features during construction (such as installing chain link fencing and security lighting around the Project Site). Further, during operation, the Project would provide perimeter lighting to provide increased visibility and security, parking access control, and residential units access control. These measures would provide defensible spaces designed to reduce opportunity crime and ensure safety and security. Therefore, the Project is not anticipated to generate a demand for additional police protection services that could exceed the Los Angeles Police Department's (LAPD) capability to serve the Project Site. As such, the Project would not require the addition of a new police facility or the expansion, consolidation, or relocation of an</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>response times or other performance objectives for emergency response services and that any required additional construction of buildings is incorporated in to the project description.</p> <ul style="list-style-type: none"> <li>• Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements, as appropriate and applicable, to mitigate identified CEQA impacts.</li> <li>• Project sponsors can and should develop traffic control plans for individual projects. Traffic control plans should include information on lane closures and the anticipated flow of traffic during the construction period. The basic objective of each traffic control plan (TCP) is to permit the contractor to work within the public right of way efficiently and effectively while maintaining a safe, uniform flow of traffic. The construction work and the public traveling through the work zone in vehicles, bicycles or as pedestrians must be given equal consideration when developing a traffic control plan.</li> </ul>	<p>existing police station to maintain service ratios. Thus, application of this mitigation measure to the Project is not required.</p>
<p><b><i>Impact PSS-1 Result in substantial adverse physical impacts associated with the provision of new or physically altered education facilities, need for new or physically altered education facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives</i></b></p> <p><b>PMM PSS-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new or physically altered school facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.</p>	<p><b>No mitigation applies.</b> The City has determined that this mitigation measure does not apply to the Project, because the Project would be required to comply with similar existing regulations that are equal to or more effective than PMM PSS-1. The Project Applicant would be required to pay developer fees to the local school district as required by law and which considered full and complete mitigation, pursuant to Senate Bill (SB) 50 and California Government Code Section 65995. Thus, application of this mitigation measure to the Project is not required.</p>
<p><b><i>Impact PSL-1 Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered library facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives</i></b></p>	<p><b>No mitigation applies.</b> The Project Site is located in an urbanized area of the City that is already served by several existing libraries, including: Mar Vista Branch Library, Lloyd Taber-Marina del Rey Library, Playa Vista Branch Library, Westchester-Loyola Village Branch Library, and View Park Bebe Moore Campbell Library.. While the Project's residential population could result in an increased demand for library services, the</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p><b>PMM PSL-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of construction of new or altered library facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Where construction or expansion of library facilities is required to meet public library service ratios, require library fees, as appropriate and applicable, to mitigate identified CEQA impacts.</p>	<p>Project would not create the need for new or altered library facilities. Thus, incorporation of this mitigation measure is not required.</p>
<b>RECREATION</b>	
<p><b>Impact REC-1 Potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated</b></p> <p><b>PMM REC-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on the use of existing neighborhood and regional parks or other recreational facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies.</p> <p>b) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as:</p> <ul style="list-style-type: none"> <li>i. Increasing the accessibility to natural areas for outdoor recreation</li> <li>ii. Utilizing “green” development techniques</li> <li>iii. Promoting water-efficient land use and development</li> </ul>	<p><b>No mitigation applies.</b> Several existing parks are located in the Project Site area. Additionally, the Project includes open space and recreational facilities in accordance with the LAMC. Further, in accordance with Ordinance 184,505, the Applicant shall be required to dedicate land or to pay a fee for the purpose of developing park and recreational facilities to mitigate the Project’s demand for parks and recreational facilities. Through compliance with City requirements, the Project would not cause the need for new or altered parks and recreational services, the construction of which could result in significant environmental impacts. Thus, incorporation of this mitigation measure is not required.</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
iv. Encouraging multiple uses, such as the joint use of schools v. Including trail systems and trail segments in General Plan recreation standards.	
<p><b><i>Impact REC-2 Result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or physically altered park facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, or other performance objectives</i></b></p> <p><b><i>Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment</i></b></p> <p>See PMM REC-1, PMM AQ-2, and PMM NOISE-1 above.</p>	<p><b>No mitigation applies.</b> See discussion of the applicability of PMM REC-1, PMM AQ-2, and PMM NOISE-1 above.</p>
<b>TRANSPORTATION</b>	
<p><b><i>Impact TRA-1 Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities</i></b></p> <p>No mitigation measures required.</p>	<p><b>No mitigation applies.</b> No mitigation measures related to this issue were identified, and no mitigation measures apply to the Project.</p>
<p><b><i>Impact TRA-2 Conflict or be inconsistent with CEQA Guidelines section 15064.3(b)</i></b></p> <p><b>PMM TRA-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation-related impacts, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Transportation demand management (TDM) strategies should be incorporated into individual land use and transportation projects and plans, as part of the planning process. Local agencies should incorporate strategies identified in the Federal Highway Administration's publication: Integrating Demand Management into the Transportation Planning Process: A Desk Reference (August 2012) into the planning process</li> </ul>	<p><b>No mitigation applies.</b> A Vehicle Miles Traveled (VMT) analysis was conducted for the Project as part of the <i>Transportation Assessment</i>, prepared by Linscott, Law &amp; Greenspan, dated July 2021 (refer to Appendix J). The Project's VMT impacts were assessed, based on the Los Angeles Department of Transportation's (LADOT) VMT Calculator tool. The Project Site is located in the West Los Angeles Area Planning Commission (APC) area, which has an average household VMT of 7.4 per capita. As discussed in the <i>Transportation Assessment</i>, the Project would have a daily household VMT of 7.1 per capita. Additionally, per the City's TAG, the Project's restaurant component, which totals 10,783 square feet, is considered a local-serving retail use. As the restaurant component provides less than 50,000 square feet, the Project's restaurant component would result in a "less than significant" VMT impact. Thus, the Project's VMT would fall below LADOT's threshold for the West Los Angeles APC. Furthermore, no potential significant impacts related to any other transportation-related issues have been identified, and no mitigation</p>



**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>(FHWA 2012). For example, the following strategies may be included to encourage use of transit and non-motorized modes of transportation and reduce vehicle miles traveled on the region's roadways:</p> <ul style="list-style-type: none"> <li>-- include TDM mitigation requirements for new developments;</li> <li>-- incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks;</li> <li>-- provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing;</li> <li>-- implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools;</li> <li>-- develop TDM-specific performance measures to evaluate project-specific and system-wide performance;</li> <li>-- incorporate TDM performance measures in the decision-making process for identifying transportation investments;</li> <li>-- implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and</li> <li>-- set aside funding for TDM initiatives.</li> <li>-- The increase in per capita VMT on facilities experiencing LOS F represents a significant impact compared to existing conditions. To assess whether implementation of these specific mitigation strategies would result in measurable traffic congestion reductions, implementing actions may need to be further refined within the overall parameters of the proposed Plan and matched to local conditions in any subsequent project-level environmental analysis.</li> </ul>	<p>measures are required. Thus, application of this mitigation measure to the Project is not required.</p>
<p><b><i>Impact TRA-3 Substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)</i></b></p> <p>No mitigation measures required.</p>	<p><b>No mitigation applies.</b> No mitigation measures related to this issue were identified, and no mitigation measures apply to the Project.</p>
<p><b><i>Impact TRA-4 Result in inadequate emergency access</i></b></p> <p><b><i>Impact WF-1 Substantially impair an adopted emergency response plan or emergency evacuation plan</i></b></p>	<p><b>No mitigation applies.</b> The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than PMM TRA-2. All ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City Building and Safety Department, Bureau of Engineering,</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p><b>PMM TRA-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may substantially impair implementation of an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements:</p> <ul style="list-style-type: none"> <li>-- Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow.</li> <li>-- Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone.</li> <li>-- Scheduling of truck trips outside of peak morning and evening commute hours.</li> <li>-- Limiting of lane closures during peak hours to the extent possible.</li> <li>-- Usage of haul routes minimizing truck traffic on local roadways to the extent possible.</li> <li>-- Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction.</li> <li>-- Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.</li> <li>-- Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify</li> </ul>	<p>and LAFD standards and requirements for design and construction. Also, prior to issuance of a building permit, the Project Applicant would be required to submit parking and driveway plans to the Bureau of Engineering, LAFD, and LADOT for approval to ensure that the Project complies with code-required emergency access and would not impair an adopted emergency response plan or emergency evacuation plan. Thus, application of this mitigation measure to the Project is not required.</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.</p> <ul style="list-style-type: none"> <li>-- Storage of construction materials only in designated areas.</li> <li>-- Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary.</li> <li>-- Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities.</li> <li>-- Enhance emergency preparedness awareness among public agencies and with the public at large.</li> </ul>	
<b>TRIBAL CULTURAL RESOURCES</b>	
<p><b><i>Impact TCR-1 Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 that is:</i></b></p> <ul style="list-style-type: none"> <li><b><i>a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or</i></b></li> <li><b><i>b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1</i></b></li> </ul> <p>See PMM CULT-1 above.</p> <p><b>PMM TCR-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on tribal cultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the</li> </ul>	<p><b>No mitigation applies.</b> The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with Mitigation Measure TRC-1, which is equal to or more effective than PMM TRC-1. The source of Mitigation Measure TRC-1 is the Gabrieleño Tongva Indians of California, which requested application of the mitigation measure to the Project as a result of Assembly Bill 52 (AB 52) consultation with the City. Thus, application of this mitigation measure to the Project is not required.</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria;</p> <p>b) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: protecting the cultural character and integrity of the resource; protecting the traditional use of the resource; and protecting the confidentiality of the resource;</p> <p>c) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places; and protecting the resource.</p>	
<b>UTILITIES AND SERVICE SYSTEMS</b>	
<p><b>Impact USSW-1 Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals</b></p> <p><b>Impact USSW-2 Comply with federal, state, and local management and reduction statutes and regulations related to solid waste</b></p> <p><b>PMM USSW-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the generation of solid waste, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>Integrate green building measures with CALGreen (California Building Code Title 24) into project design, including but not limited to the following:</p> <p>a) Reuse and minimization of construction and demolition (C&amp;D) debris and diversion of C&amp;D waste from landfills to recycling facilities.</p> <p>b) Inclusion of a waste management plan that promotes maximum C&amp;D diversion.</p>	<p><b>No mitigation applies.</b> The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than PMM USSW-2. Specifically, at the State level, the California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939) seeks to improve solid waste disposal management with respect to (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal. AB 939 mandates jurisdictions to meet a diversion goal of 25 percent by 1995 and 50 percent by 2000. Pursuant to AB 939, each County is required to prepare and administer a Countrywide Integrated Waste Management Plan (CoIWMP), pursuant to which landfill disposal needs and capacity are continually evaluated as part of the preparation of the CoIWMP Annual Report that examines future landfill disposal needs over the next 15-year planning horizon. The most recent CoIWMP (the 2019 Annual Report for Los Angeles County) states that no solid waste disposal capacity shortfall is anticipated within the next 15 years under current conditions.<sup>7</sup></p> <p>The CiSWMPP is a long-range policy plan adopted in 1993 to provide direction for the solid waste management. The objective of the CiSWMPP is to promote source reduction or recycling for a minimum of 50 percent</p>

<sup>7</sup> County of Los Angeles Department of Public Works, CoIWMP 2019 Annual Report, December 2019, page 37.

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>c) Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.).</p> <p>d) Reuse of existing structure and shell in renovation projects.</p> <p>e) Development of indoor recycling program and space.</p> <p>f) Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities.</p> <p>g) Discourage exporting of locally generated waste outside of the SCAG region during the construction and implementation of a project. Encourage disposal within the county where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and Connect SoCal policies can and should be required.</p> <p>h) Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 80 percent waste diversion target.</p> <p>i) Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices.</p> <p>j) Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities.</p> <p>k) Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts.</p>	<p>of the City's waste by 2000, or as soon as possible thereafter, and 70 percent of the waste by 2020.</p> <p>The Plan's goal has also been surpassed by the City, which achieved a diversion rate of 76.4 percent in 2012.<sup>8</sup> The City also adopted the Recovering Energy, Natural Resources and Economic Benefit from Waste for Los Angeles (RENEW LA) in 2006, which has the primary objective of achieving a zero waste goal through reducing, reusing, recycling, or converting the resources currently going to disposal. The Project would be required to reduce the total estimated waste output through established City recycling programs, and would also be subject to the City's Recycling Space Allocation Ordinance (Ordinance No. 171,687), which establishes requirements for the inclusion of recycling areas or rooms within development projects.</p> <p>In addition, in compliance with existing City standards and regulations, the Project would be required to recycle construction and demolition (C&amp;D) waste to the maximum extent possible pursuant to Ordinance No. 181,519 (Citywide Construction and Demolition Waste Recycling Ordinance) that requires all mixed C&amp;D waste generated within City limits to be taken to City-certified C&amp;D waste processors. Compliance with these regulations would ensure that construction waste is recycled and disposed of properly. Overall, compliance with existing regulations would ensure that the Project's waste disposal needs are reduced and can be sufficiently met by local landfills, thereby achieving consistency with this mitigation measure.</p> <p>Project construction waste would be hauled by permitted haulers and taken only to City-certified C&amp;D processing facilities that are monitored for compliance with existing regulations. Project-generated C&amp;D waste would represent a very small portion of the waste disposal capacity in the region. In addition, waste generated by the Project would be subject to State and</p>

<sup>8</sup> LASAN, Recycling, 2021, [https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?\\_adf.ctrl-state=auguwldlg\\_5&\\_afLoop=10870014375826670#!](https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?_adf.ctrl-state=auguwldlg_5&_afLoop=10870014375826670#!), accessed March 2021.

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> <li>l) Integrate reuse and recycling into residential industrial, institutional and commercial projects.</li> <li>m) Provide education and publicity about reducing waste and available recycling services.</li> <li>n) Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.</li> </ul>	<p>local recycling and waste diversion strategies and policies including the City's Zero Waste Plan goal of achieving a 90 percent solid waste diversion rate by 2025. Thus, application of this mitigation measure to the Project is not required.</p>
<p><b><i>Impact USWW-1 Require or result in the relocation or construction of new or expanded wastewater treatment or storm drainage facilities, the construction or relocation of which could cause significant environmental effects</i></b></p> <p>See PMM HYD-1 above.</p> <p><b>PMM USWW-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on utilities and service systems, particularly for construction of wastewater facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• During the design and CEQA review of individual future projects, implementing agencies and projects sponsors shall determine whether sufficient wastewater capacity exists for the proposed projects. There CEQA determinations must ensure that the proposed development can be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.</li> </ul>	<p><b>No mitigation applies.</b> The analysis of the Project's potential impacts related to wastewater treatment in Section 5 (Sustainable Communities Environmental Analysis) concluded that the Project's estimated wastewater generation of approximately 45,583 gallons per day could be accommodated by the existing remaining daily treatment capacity of the Hyperion Treatment Plant. Additionally, the Project would be required to comply with the Los Angeles County Department of Public Works Hydrology Manual for designing and hydrology and drainage infrastructure. The Hydrology Manual requires that a storm drain conveyance system be designed for a 25-year storm even and that the combined capacity of a storm drain and street flow system accommodate flow from a 50-year storm event. The Project would be required by the City to control stormwater runoff from the Project Site to meet these requirements. The Project would not require or result in the relocation or construction of new or expanded wastewater treatment or storm drainage facilities, the construction or relocation of which could cause significant environmental effects. No significant impacts related to these issues have been identified, and no mitigation measures are required. Thus, incorporation of this mitigation measure is not required.</p>
<p><b><i>Impact USWW-2 Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity</i></b></p>	<p><b>No mitigation applies.</b> See discussion of the applicability of PMM USWW-1 above.</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p><b><i>to serve the project's projected demand in addition to the provider's existing commitments</i></b></p> <p>See PMM USWW-1 above</p>	
<p><b><i>Impact USWS-1 Require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects</i></b></p> <p><b>PMM USWS-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to ensure sufficient water supplies, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings, using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives</li> <li>b) Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible.</li> <li>c) Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair.</li> <li>d) For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non-potable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite.</li> </ul>	<p><b>No mitigation applies.</b> The Project would connect to the existing water conveyance infrastructure near the Project Site that includes a 12-inch main in Arizona Avenue, a 12-inch main in Centinela Avenue, and 12-inch and 36-inch mains in Sepulveda Boulevard. As discussed in Section 5 (Sustainable Communities Environmental Analysis), the Project would consume approximately 45,583 gallons of water per day. According to Los Angeles Department of Water and Power's (LADWP) 2020 Urban Water Management Plan (2020 UWMP), the City has sufficient water supply to meet a total projected water demand through to the year 2045, in a Normal Wet Yet, a Single Dry Year, and Multiple Dry Years. As such, the City can provide the needed water from its existing system pursuant of the provisions in 2020 UWMP. Therefore, the City would not require new water infrastructure or supply to meet the demand from the Project. Thus, application of this mitigation measure to the Project is not required.</p>
<p><b><i>Impact USWS-2 Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years</i></b></p>	<p><b>No mitigation applies.</b> See discussion of the applicability of PMM USWS-1 above.</p>

**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
See PMM USWS-1 above.	
<b>WILDFIRE</b>	
<p><b>Impact WF-2 Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire</b></p> <p><b>Impact HAZ-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires</b></p> <p><b>PMM WF-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Launch fire prevention education for local cities and counties such that local fire agencies, homeowners, as well as commercial and industrial businesses are aware of potential sources of fire ignition and the related procedures to curb or lessen any activities that might initiate fire ignition.</li> <li>b) Ensure structures in high fire risk areas are built to current state and federal standards which serve to greatly increase the chances the structure will survive a wildfire and also allow for people to shelter-in-place.</li> <li>c) Improve road access for emergency response and evacuation so people can evacuate safely and timely when necessary.</li> <li>d) Improve, and educate regarding, local emergency communications and notifications with residents and businesses.</li> <li>e) Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures.</li> <li>f) Provide public education about wildfire risk and fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place.</li> </ul>	<p><b>No mitigation applies.</b> The Project Site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. Thus, incorporation of this mitigation measure is not required.</p>
<p><b>Impact WF-3 Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment</b></p>	<p><b>No mitigation applies.</b> The Project Site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. Thus, incorporation of this mitigation measure is not required.</p>



**Table 4-1**  
**Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>See PMM HAZ-4 above.</p> <p><b>PMM WF-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA_Guidelines, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) New development or infrastructure activity within very high hazard severity zones or SRAs shall be required to: <ul style="list-style-type: none"> <li>-- Submit a fire protection plan including the designation of fire watch staff;</li> <li>-- Maintain water and other fire suppression equipment designated solely for firefighting on site for any construction and maintenance activities;</li> <li>-- Locate construction and maintenance equipment in designated “safe areas” such that they do not discharge combustible materials; and</li> <li>-- Designate trained fire watch staff during project construction to reduce risk of fire hazards.</li> </ul> </li> </ul>	
<p><b><i>Impact WF-4 Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes</i></b></p> <p>See PMM WF-1, PMM WF-2, PMM HYD-1 and PMM HAZ-4 above.</p>	<p><b>No mitigation applies.</b> See discussion of the applicability of PMM WF-1, PMM WF-2, PMM HYD-1 and PMM HAZ-4 above.</p>
<p><i>Source: SCAG, 2020-2045 RTP/SCS Final EIR, Mitigation Monitoring and Reporting Program, adopted May 2020.</i></p>	

## 5 SUSTAINABLE COMMUNITIES ENVIRONMENTAL IMPACT ANALYSIS

### I. AESTHETICS

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Except as provided in Public Resources Code Section 21099 would the project:

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Have a substantial adverse effect on a scenic vista?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

In 2013, the State of California enacted Senate Bill 743 (SB 743), which made several changes to the California Environmental Quality Action (CEQA) for projects located in areas served by transit. Specifically, Public Resources Code (PRC) Section 21099 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” as an area within one-half mile of a major transit stop that is “existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan.” PRC Section 21064.3 defines “major transit stop” as the following:

- (a) An existing rail or bus rapid transit station.
- (b) A ferry terminal served by either a bus or rail transit service.
- (c) 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 21155 (b) states that a “major transit stop” is defined in PRC Section 21064.3, except that, for purposes of Section 21155 (b), it also includes major transit stops that are included in the applicable regional transportation plan.

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. This state law supersedes the aesthetic impact thresholds set forth by the City.

On February 10, 2016, the City issued Zoning Information File No. 2452 to clarify the locations of transit priority areas within the City, which restate that aesthetic impacts shall not be considered a significant impact on the environment under the provisions of SB 743. Specifically, Zoning Information File No. 2452 states that impacts to visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact, as defined by the City, shall not be considered an impact for infill projects within transit priority areas pursuant to CEQA. As shown on the City’s Zone Information and Map Access System (ZIMAS) website, the Project Site is located in a transit priority area. Thus, the Project’s aesthetic (and parking) impacts are not considered significant impacts on the environment pursuant to PRC Section 21099. No further assessment of the Project’s aesthetics impacts is required. However, an assessment of the Project’s aesthetics impacts is provided below for informational purposes only.

**a) Have a substantial adverse effect on a scenic vista?**

**Less Than Significant Impact.** The Project Site is located in a highly urbanized area of the City, along the Sepulveda Boulevard corridor, which is developed with a mix of commercial and residential uses. Views in the vicinity of the Project Site and/or that include the Project Site are limited to those of existing development. Any views that might be considered scenic (such as those of mountain ranges, the ocean, or Downtown skyline) are not readily available from the Project Site area due to distance and intervening development. As such, the proposed development of the Project Site would not have a substantial adverse effect on a scenic vista. Pursuant to PRC Section 21099, the Project’s aesthetics impacts would not be significant.

**b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings, within a state scenic highway?**

**No Impact.** The Project Site is not located within view from a state scenic highway. Thus, the Project would not damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings, within a state scenic highway. Pursuant to PRC Section 21099, the Project's aesthetics impacts would not be significant.

**c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views 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?**

**No Impact.** The Project Site area is highly urbanized. Parcels surrounding the Project Site consist of a variety of mid- to high-intensity commercial, industrial, and residential uses. To the south, parcels fronting Sepulveda Boulevard are similarly zoned and designated C4-1 and General Commercial, respectively. The lot abutting the Project Site to the south is improved with a four-story 133-unit hotel (Extended Stay America) with associated surface parking. Continuing south along the westerly Sepulveda Boulevard frontage is a four-story warehouse building (Public Storage); an eight-story (91 feet tall), 180-unit multi-family residential building; and a five-story (92 feet tall), 176-unit multi-family residential building (currently under construction). To the east across Sepulveda Boulevard, lots are zoned C2-1 (Commercial Zone, Height District 1), with a General Plan land use designation of Regional Commercial. The northern portion of these lots is improved with an approximately nine-story (150 feet tall) office building, and the southern portion of these lots is improved with the Howard Hughes Center. To the west across Arizona Avenue, lots are zoned [Q]M1-1VL (Qualified Condition, Limited Industrial Zone, Height District 1), with a General Plan land use designation of Limited Industrial.

The Project Site is zoned C4-1 (Commercial Zone, Height District 1) with a General Plan land use designation of General Commercial. The proposed uses are allowed under the existing zoning and land use designation for the site. The proposed building would contain approximately 365,623 square feet of floor area, with a floor area ratio (FAR) of 3.85:1, and would reach 96 feet, 4 inches in height as measured to the top of the elevator structure. The massing, height, and setbacks of the Project would comply with those allowed under the existing zoning for the site as well as the provisions of State density bonus law. In addition, the Project would be required to undergo Site Plan Review to ensure consistency with all applicable City standards. Thus, the Project would not conflict with applicable zoning or other regulations governing scenic quality. Pursuant to PRC Section 21099, the Project's aesthetics impacts would not be significant.

**d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

**Less Than Significant Impact.** The Project Site is located in a highly urbanized area of the City, along the Sepulveda Boulevard corridor, which is developed with a mix of commercial and residential uses, and in close proximity to Interstate 405. The Project Site is bounded by Centinela Avenue to the north, a surface parking lot associated with a hotel to the south, Arizona Avenue to the west, and Sepulveda Boulevard to the east. The northern portion of the Project Site is currently improved with a single-story, multi-tenant commercial plaza and a single-story, multi-tenant industrial building, both with associated surface parking. The southern portion of the site is improved with an approximately 7,760-square-foot diner (Dinah's Family Restaurant) and associated surface parking. Other uses in the greater Project Site area include a dense mix of commercial and residential uses. All existing development on and surrounding the Project Site includes sources of existing light and glare, typical of an urban area. The Project would include interior and exterior lighting that complies with the Los Angeles Municipal Code (LAMC) provision that requires minimizing the effect of the new sources of lighting. Specifically, LAMC Section 91.0117(a) requires that no exterior light source may cause more than two foot-candles (21.5 lx) of lighting intensity or generate direct glare onto exterior glazed windows or glass doors; elevated habitable porch, deck, or balcony; or any ground surface intended for uses such as recreation, barbecue or lawn areas or any other property containing a residential unit or units. Consequently, no substantial changes in nighttime illumination would occur that would adversely affect nighttime views in the area and prevent spillover lighting. Also, the Project would use non-reflective glass. Thus, the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Pursuant to PRC Section 21099, the Project's aesthetics impacts would not be significant.

**Cumulative Impacts**

There are six related projects in the vicinity of the Project Site (refer to Table 3-2 on page 37 of the *Transportation Assessment* prepared for the Project, included in Appendix I). Three of the related projects (LA1, LA4, and CC2) are transit-priority projects in designated transit-priority areas and similar to the Project, pursuant to PRC Section 21099 aesthetics (and parking) impacts associated with these related project would not be significant. The other three related projects include infill development in highly urbanized areas. None of these related projects shares scenic resources in common with the Project. Additionally, none of these related projects is visible from a scenic highway. The degree to which these related projects would comply with regulations governing scenic quality would be considered on a project-by-project basis by their respective lead agencies, and the related projects would be required to comply with applicable design standards as enforced by the lead agencies. Because the related projects are infill development in a highly urbanized area, the potential increase in light and glare would be negligible, as the related projects would replace existing uses with existing sources of

light and glare and would be required to comply with existing regulations related to lighting and low-glare building materials. No significant cumulative aesthetics impacts would occur.

## II. AGRICULTURE AND FORESTRY RESOURCES

*In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**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.** The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Site is not included in the Important Farmland category.<sup>1</sup> Therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.

**b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

**No Impact.** The Project Site is not zoned for agricultural use, and the site is not under Williamson Act contract.<sup>2</sup> Therefore, the Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract.

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

**No Impact.** The Project Site is not zoned as forest land or timberland, nor does the site contain any forest land or timberland. Therefore, no impacts related to this issue would occur.

**d) Result in the loss of forest land or conversion of forest land to non-forest use?**

**No Impact.** The Project Site does not contain any forest land. Therefore, no impacts related to this issue would occur.

**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.** The Project Site and surrounding area are developed with urban land uses. No agricultural uses are located on the Project Site or within the area. Therefore, no impacts related to this issue would occur.

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<sup>1</sup> State of California Department of Conservation, Division of Land Resource Protection, *Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland, 1998.*

<sup>2</sup> *Ibid.*



## **Cumulative Impacts**

The six related projects listed on Table 3-2 on page 37 of the *Transportation Assessment* prepared for the Project (refer to Appendix I) are located in highly urban areas. Neither the Project Site nor any of the related projects' sites are used or designated as agricultural land or forest land. Therefore, no cumulative impacts related to agricultural resources would occur.

### III. AIR QUALITY

Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The analysis provided below is primarily based on technical data prepared by NTEC (refer to Appendix B).

#### Environmental Setting

#### Regulatory Framework

##### *Federal*

##### Clean Air Act

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments occurring in 1990. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementing some portions of the CAA (e.g., certain mobile source and other requirements). Other portions of the CAA (e.g., stationary source requirements) are implemented by state and local agencies. In California the California Clean Air Act (CCAA) is administered by the California Air Resources Board (CARB) at the state level

and by the air quality management districts and air pollution control districts at the regional and local levels.

The CAA governs the establishment, review, and revision, as appropriate, of the National Ambient Air Quality Standards (NAAQS), which provide protection for the nation's public health and the environment. NAAQS are based on quantitative characterizations of exposures and associated risks to human health and the environment. The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress towards attainment and the incorporation of additional sanctions for failure to attain or to meet interim milestones. NAAQS have been established for seven major air pollutants: carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), PM<sub>2.5</sub> (particulate matter, 2.5 microns), PM<sub>10</sub> (particulate matter, 10 microns), sulfur dioxide (SO<sub>2</sub>), and lead (Pb).

The CAA requires USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the NAAQS have been achieved. The federal standards are shown on Table III-1. USEPA has classified the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O<sub>3</sub>, PM<sub>2.5</sub>, and lead.

### *State*

#### California Clear Air Act

In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the CCAA. In California the CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to achieve and maintain the CAAQS. CAAQS are generally more stringent than their corresponding NAAQS and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. CAAQS define clean air: they represent the maximum amount of a pollutant averaged over a specified period of time that can be present in outdoor air without any harmful effects on people or the environment.

**Table III-1  
State and Federal Ambient Air Quality Standards and Attainment for L.A. County**

Pollutant	Averaging Period	California		Federal	
		Standard	Attainment Status	Standard	Attainment Status
Ozone – O <sub>3</sub>	1-hour	0.09 ppm (180 µg/m <sup>3</sup> )	Non-attainment	-	-
	8-hour	0.070 ppm (137 µg/m <sup>3</sup> )	Non-attainment	0.070 ppm (137 µg/m <sup>3</sup> )	Non-attainment
Respirable Particulate Matter – PM <sub>10</sub>	24-hour	50 µg/m <sup>3</sup>	Non-attainment	150 µg/m <sup>3</sup>	Attainment
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>	Non-attainment	-	-
Fine Particulate Matter – PM <sub>2.5</sub>	24-hour	-	-	35 µg/m <sup>3</sup>	Non-attainment
	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	Non-attainment	12 µg/m <sup>3</sup>	Non-attainment
Carbon Monoxide – CO	1-hour	20 ppm (23 mg/m <sup>3</sup> )	Attainment	35 ppm (40 mg/m <sup>3</sup> )	Attainment
	8-hour	9.0 ppm (10 mg/m <sup>3</sup> )	Attainment	9 ppm (10 mg/m <sup>3</sup> )	Attainment
Nitrogen Dioxide – NO <sub>2</sub>	1-hour	0.18 ppm (338 µg/m <sup>3</sup> )	Attainment	100 ppb (188 µg/m <sup>3</sup> )	Attainment
	Annual Arithmetic Mean	0.030 ppm (57 µg/m <sup>3</sup> )	Attainment	53 ppb (100 µg/m <sup>3</sup> )	Attainment
Sulfur Dioxide – SO <sub>2</sub>	1-hour	0.25 ppm (655 µg/m <sup>3</sup> )	Attainment	75 ppb (196 µg/m <sup>3</sup> )	Attainment
	24-hour	0.04 ppm (105 µg/m <sup>3</sup> )	Attainment	-	-
Lead – Pb	30-day average	1.5 µg/m <sup>3</sup>	Attainment	-	-
	Calendar Quarter	-	-	0.15 µg/m <sup>3</sup>	Non-attainment
Source: CARB, Area Designations Maps/State and National, <a href="http://www.arb.ca.gov/desig/adm/adm.htm">www.arb.ca.gov/desig/adm/adm.htm</a> . Accessed August 6, 2021.					

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant

if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The state standards and attainment/non-attainment are also shown on Table III-1.

### California Air Toxics Program

CARB's Air Toxics Program was established in 1983 in response to the adoption of AB 1807, the Toxic Air Contaminant Identification and Control Act. AB 1807 directs CARB and the State Office of Environmental Health Hazard Assessment (OEHHA) to identify toxic air contaminants (TACs) and determine whether any regulatory action is necessary to reduce their risks to public health. Substances formally identified as TACs include diesel particulate matter and environmental tobacco smoke.

### Air Quality and Land Use Handbook: A Community Health Perspective

Released by CARB in 2005, the *Air Quality and Land Use Handbook: A Community Health Perspective* provides recommendations regarding the siting of new sensitive land uses near potential sources of TACs (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gas stations), as well as the siting of new TAC sources in proximity to existing sensitive land uses.<sup>3</sup> The recommendations are advisory and should not necessarily be interpreted as defined "buffer zones"; if a project or sensitive land uses are within the siting distance, CARB recommends further analysis.

### *Regional*

### South Coast Air Quality Management District

The Project is located within the 6,745-square-mile Basin, which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east; and the San Diego County line to the south. The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for air pollution control in the Basin. Specifically, SCAQMD is responsible for planning, implementing, and enforcing programs designed to attain and maintain CAAQS established by CARB and NAAQS established by the USEPA. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to, the following:

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<sup>3</sup> CARB, *Air Quality and Land Use Handbook, A Community Health Perspective*, April 2005.

- Rule 401 Visible Emissions: This rule prohibits air discharge that results in a plume that is as dark as or darker than what is designed as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.
- Rule 402 Nuisance: This rule prohibits the discharge of “such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- Rule 403 Fugitive Dust: This rule mandates that projects reduce the amount of particulate matter entrained in the ambient air as a result of fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions from any active operation, open storage pile, or disturbed surface area.

### 2016 Air Quality Management Plan

The 2016 Air Quality Management Plan (2016 AQMP) was adopted in April 2017 and represents the most updated regional blueprint for achieving federal air quality standards. It relies on emissions forecasts based on demographic and economic growth projections provided by the Southern California Association of Governments’ (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS).

### Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties that is tasked with addressing regional issues relating to transportation, the economy, community development, and the environment. As the federally designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities conform to, and are supportive of, regional and state air quality plan goals to attain NAAQS. Additionally, SCAG is a co-producer, along with the SCAQMD, of the transportation strategy and transportation control measure sections of the Basin’s AQMP. The 2020-2045 RTP/SCS, SCAG’s latest long-range plan, continues to recognize that transportation investments and future land use patterns are inextricably linked, and acknowledges how this relationship can help the region make choices that sustain existing resources while expanding efficiency, mobility, and accessibility for people across the region. In short, the 2020-2045 RTP/SCS offers a blueprint for how Southern California can grow more sustainably. To this end, the 2020-2045 RTP/SCS land use pattern continues the trend of focusing new housing and employment in the region’s High Quality Transit Areas (HQTAs) and aims to enhance and build out the region’s transit network. At the time of the 2016-2040 RTP/SCS, HQTAs accounted for just 3 percent of total land in the SCAG region, but they are projected to accommodate 46 percent of the region’s future household growth and 55 percent of the region’s future employment

growth by 2040.<sup>4</sup> HQTAs are a cornerstone of land use planning best practice in the SCAG region, and studies by the California Department of Transportation, the USEPA, and the Metropolitan Transportation Commission have found that focusing development in areas served by transit can result in local, regional, and statewide benefits including reduced air pollution and energy consumption.

### *Local*

#### City of Los Angeles General Plan Air Quality Element

The City's General Plan Air Quality Element identifies policies and strategies for advancing the City's clean air goals. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and air quality goals. The Air Quality Element includes the following six key goals:

- Goal 1:** Good air quality in an environment of continued population growth and healthy economic structure.
- Goal 2:** Less reliance on single-occupant vehicles with fewer commute and non-work trips.
- Goal 3:** Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand management techniques.
- Goal 4:** Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.
- Goal 5:** Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting.
- Goal 6:** Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

### ***Pollutants and Effects***

#### *State and Federal Criteria Pollutants*

Air quality is measured by the ambient air concentrations of seven pollutants that have been identified by the USEPA due to their potentially harmful effects on public health and

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<sup>4</sup> SCAG, *Final 2016-2040 RTP/SCS, April 2017*. HQTAs are defined as areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours.

the environment. These “criteria air pollutants” include carbon monoxide, ground-level ozone, nitrogen dioxide, sulfur dioxide, particulate matter ten microns or less in diameter, particulate matter 2.5 microns or less in diameter, and lead. The descriptions of each criteria air pollutant and their health effects discussed below are based on information provided by the USEPA and the SCAQMD.<sup>5,6</sup>

### Carbon Monoxide – CO

CO is a colorless and odorless gas that is released when something is burned. Outdoors, the greatest sources of CO are cars, trucks, and other vehicles or machinery that burn fossil fuels. Unvented kerosene and gas space heaters, leaking chimneys and furnaces, and gas stoves can release CO and affect air quality indoors. Breathing air with elevated concentrations of CO reduces the amount of oxygen that can be transported via the blood stream and can lead to weakened heart contractions; as a result, CO inhalation can be particularly harmful to people with chronic heart disease. At moderate concentrations, CO inhalation can cause nausea, dizziness, and headaches. High concentrations of CO may be fatal; however, such conditions are not likely to occur outdoors.

### Ozone – O<sub>3</sub>

O<sub>3</sub> is a colorless gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>) undergo slow photochemical reactions in the presence of ultraviolet sunlight. The greatest source of VOC and NO<sub>x</sub> emissions is automobile exhaust. O<sub>3</sub> concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperatures are favorable to its formation. Elevated levels of O<sub>3</sub> irritate the lungs and airways and may cause throat and chest pain, as well as coughing, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to the scarring of lung tissue and reduced lung efficiency.

### Nitrogen Dioxide – NO<sub>2</sub>

NO<sub>2</sub> is primarily a byproduct of fossil fuel combustion and is therefore emitted by automobiles, power plants, and industrial facilities. The principal form of nitrogen oxide produced by fossil fuel combustion is nitric oxide (NO), which reacts quickly to form NO<sub>2</sub>, creating the mixture of NO and NO<sub>2</sub> commonly called NO<sub>x</sub>. NO<sub>2</sub> absorbs blue light and results in reduced visibility and a brownish-red cast to the atmosphere. NO<sub>2</sub> also contributes to the formation of PM<sub>10</sub>. Nitrogen oxides irritate the nose and throat and increase susceptibility to respiratory infections, especially in people with asthma. Longer exposures to elevated concentrations of NO<sub>2</sub> may even contribute to the development of asthma. The principal concern of NO<sub>x</sub> is as a precursor to the formation of ozone.

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<sup>5</sup> USEPA, *Criteria Air Pollutants*, [www.epa.gov/criteria-air-pollutants](http://www.epa.gov/criteria-air-pollutants)

<sup>6</sup> SCAQMD, *Final 2012 Air Quality Management Plan*, February 2013.



## Sulfur Dioxide – SO<sub>2</sub>

Sulfur oxides (SO<sub>x</sub>) are compounds of sulfur and oxygen molecules. SO<sub>2</sub> is the predominant form found in the lower atmosphere and is a product of burning sulfur or sulfur-containing materials. Major sources of SO<sub>2</sub> include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. SO<sub>2</sub> may aggravate lung diseases, especially bronchitis. It also constricts breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO<sub>2</sub> may cause wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of SO<sub>2</sub>, and long-term exposure to both pollutants leads to higher rates of respiratory illnesses.

## Particulate Matter – PM<sub>10</sub> and PM<sub>2.5</sub>

The human body naturally prevents the entry of larger particles into itself. However, smaller particles less than 10 microns (PM<sub>10</sub>) or even less than 2.5 microns (PM<sub>2.5</sub>) in diameter can enter the body and become trapped in the nose, throat, and upper respiratory tract. Here, these particulates may aggravate existing heart and lung diseases, affect the body's defenses against inhaled materials, and damage lung tissue. Those most sensitive to PM<sub>10</sub> and PM<sub>2.5</sub> include children, the elderly, and those with chronic lung and/or heart disease.

## Lead – Pb

Airborne lead is emitted from industrial facilities and from the sanding or removal of old lead-based paint. Smelting and other metal processing activities are the primary sources of lead emissions. The lead effects most commonly encountered in current populations are neurological effects in children and cardiovascular effects in adults (e.g., high blood pressure and heart disease). Infants and young children are especially sensitive to even low levels of lead, which may contribute to behavioral problems, learning deficits, and lowered IQ.

## *Toxic Air Contaminants – TACs*

TACs refer to a diverse group of “non-criteria” air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above, but because their effects tend to be local rather than regional. As discussed earlier, CARB and OEHHA determine if a substance should be formally identified, or “listed,” as a TAC in California. A complete list of these substances is maintained on CARB's website.<sup>7</sup>

One key TAC is diesel particulate matter (diesel PM), which is emitted in diesel engine exhaust. Released in 2021 by the SCAQMD, the Multiple Air Toxics Exposure Study V (MATES V) determined that about 88 percent of the carcinogenic risk from air toxics in

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<sup>7</sup> CARB, *Toxic Air Contaminant Identification List*, [www.arb.ca.gov/toxics/id/taclist.htm](http://www.arb.ca.gov/toxics/id/taclist.htm), last reviewed by CARB July 18, 2011.

the Basin is attributable to mobile source emissions. Of the three carcinogenic TACs that constitute the majority of the known health risk from motor vehicle traffic – diesel PM from primarily trucks, and benzene and 1,3-butadiene from passenger vehicles – diesel PM is responsible for the greatest potential cancer risk from vehicle traffic.<sup>8</sup> Overall, diesel PM was found to account for, on average, about 50 percent of the air toxics risk in the Basin.<sup>9</sup> In addition to its carcinogenic potential, diesel PM also may contribute to increased respiratory and cardiovascular hospitalizations, worsened asthma and other respiratory symptoms, decreased lung function in children, and premature death for people already with heart or lung disease. Those most vulnerable to the non-cancer health effects of diesel PM are children whose lungs are still developing and the elderly who may have other chronic health problems.<sup>10</sup>

### *Volatile Organic Compounds – VOCs*

VOCs are typically formed from the combustion of fuels and/or released through the evaporation of organic liquids. Some VOCs are also classified by the state as toxic air contaminants, though there are no VOC-specific ambient air quality standards. Once emitted, VOCs can mix in the air with other pollutants (e.g. NO<sub>x</sub>, CO, SO<sub>2</sub>, etc.) and contribute to the formation of photochemical smog.

### **Existing Conditions**

As noted previously, the Project is located within the 6,745-square-mile Basin that includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality within the Basin is influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, and industry. These sources in addition to the topography and climate of Southern California combine to make the Basin an area of high air pollution potential. Particularly, ambient pollution concentrations recorded in the Los Angeles County portion of the Basin are among the highest in the four counties comprising the Basin. The USEPA has classified Los Angeles County as a nonattainment area for O<sub>3</sub>, PM<sub>2.5</sub>, and lead, meaning that the Basin does not meet NAAQS for these pollutants. Additionally, this portion of the Basin also does not meet CAAQS for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Table III-1 summarizes CAAQS and NAAQS and the attainment status for Los Angeles County with respect to each criteria pollutant.

### ***Air Quality Monitoring Data***

The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) throughout the Basin. The Project Site is located in SCAQMD's SRA No. 2, "Northwest Coastal LA County." Table III-2 shows pollutant levels, State and federal standards, and

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<sup>8</sup> CARB, *Air Quality and Land Use Handbook: A Community Health Perspective*, April 2005.

<sup>9</sup> SCAQMD, *Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES V)*, 2021.

<sup>10</sup> CARB, *Overview: Diesel Exhaust & Health*, [ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health](http://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health).

the number of exceedances recorded in SRA No. 2 from 2017 through 2019. The one-hour State standard for O<sub>3</sub> was exceeded two times during this three-year period, and the federal standard was exceeded six times. CO and NO<sub>2</sub> levels did not exceed their respective CAAQS or NAAQS during this period. Data for PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, and Pb is not available for the most recent years.

**Table III-2  
Ambient Air Quality Data – SRA No.2 “Northwest Coastal LA County”**

Pollutants and State and Federal Standards	Maximum Concentrations and Frequencies of State/Federal Standards Exceedance		
	2017	2018	2019
<b>Ozone – O<sub>3</sub></b>			
Maximum 1-hour Concentration (ppm)	0.099	0.094	0.086
Days > 0.09 ppm (State 1-hour standard)	1	0	1
Days > 0.070 ppm (Federal 8-hour standard)	3	2	1
<b>Carbon Monoxide – CO</b>			
Maximum 1-hour Concentration (ppm)	2.0	1.6	1.9
Days > 20 ppm (State 1-hour standard)	0	0	0
Maximum 8-hour Concentration (ppm)	1.2	1.3	1.2
Days > 9.0 ppm (State 8-hour standard)	0	0	0
<b>Nitrogen Dioxide – NO<sub>2</sub></b>			
Maximum 1-hour Concentration (ppm)	0.0557	0.0647	0.0488
Days > 0.18 ppm (State 1-hour standard)	0	0	0
<b>PM<sub>10</sub></b>			
Maximum 24-hour Concentration (µm/m <sup>3</sup> )	N/A	N/A	N/A
Days > 50 µg/m <sup>3</sup> (State 24-hour standard)	N/A	N/A	N/A
<b>PM<sub>2.5</sub></b>			
Maximum 24-hour Concentration (µg/m <sup>3</sup> )	N/A	N/A	N/A
Days > 35 µg/m <sup>3</sup> (Federal 24-hour standard)	N/A	N/A	N/A
<b>Sulfur Dioxide – SO<sub>2</sub></b>			
Maximum 24-hour Concentration (ppb)	N/A	N/A	N/A
Days > 0.04 ppm (State 24-hour standard)	N/A	N/A	N/A
<b>Lead - Pb</b>			
Maximum Monthly Average Concentration (µg/m <sup>3</sup> )	N/A	N/A	N/A
Maximum 3-Month Rolling Averages (µg/m <sup>3</sup> )	N/A	N/A	N/A
<i>N/A = data not available  ppm = parts per million of air, by volume  µg/m<sup>3</sup> = micrograms per cubic meter  Source: SCAQMD Historical Data By Year, <a href="http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year">www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year</a>. Accessed August 6, 2021.</i>			

## ***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. Generally speaking, sensitive land uses, or sensitive receptors, are those where sensitive individuals are most likely to spend time. Individuals most susceptible to poor air quality include children, the elderly, athletes, and those with cardiovascular and chronic respiratory diseases. As a result, land uses sensitive to air quality may include schools (i.e., elementary schools or high schools), child care centers, parks and playgrounds, long-term health care facilities, rehabilitation facilities, convalescent facilities, retirement facilities, residences, and athletic facilities. For the purposes of CEQA analysis, the SCAQMD considers a sensitive receptor to be a receptor such as a residence, hospital, or convalescent facility where it is possible that an individual could remain for 24 hours. The SCAQMD does not consider commercial and industrial facilities to be sensitive receptors because employees do not typically remain onsite at such facilities for 24 hours, but are present for shorter periods (such as eight hour shifts). However, the SCAQMD suggests that LSTs based on shorter averaging periods, such as the NO<sub>2</sub> and CO LSTs, may also be applied to receptors such as commercial and industrial facilities since it is reasonable to assume that workers at these sites may be present for up to eight hours.<sup>11</sup> Sensitive receptors in the vicinity of the Project include, but are not limited to, the following:

- Residential Land Uses: Residential uses in the vicinity of the Project Site are located along Sepulveda Boulevard and in a residential neighborhood located to the south and west of the Project Site. The closest residential land use (Hanover West LA at 6711 Sepulveda Boulevard) is located approximately 350 feet south of the Project Site.
- Extended Stay America – Los Angeles – LAX Airport: This hotel is located at 6531 Sepulveda Boulevard, approximately 80 feet south of the Project Site. It is possible that some guests may be present at the location for periods of 24 hours or more. As a result, this hotel may be considered a sensitive receptor pursuant to the previously discussed SCAQMD methodology.

Sensitive receptors that are located at greater distances from the Project Site than the previously identified receptors would experience lesser impacts.

## ***Existing Project Site Emissions***

Pollutant emissions associated with existing uses on the Project Site are shown on Table III-3.

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<sup>11</sup> SCAQMD, *Final Localized Significance Threshold Methodology*, June 2003. Revised July 2008.

**Table III-3  
Existing Daily Operations Emissions**

Emissions Source	Emissions (pounds/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	0.8	<0.1	<0.1	<0.1	<0.1	<0.1
Energy	0.1	0.7	0.6	<0.1	0.1	0.1
Mobile Sources	4.1	3.9	32.9	0.1	5.7	1.6
<b>Net Regional Total</b>	<b>5.0</b>	<b>4.6</b>	<b>33.5</b>	<b>0.1</b>	<b>5.8</b>	<b>1.6</b>
<i>Source: NTEC, 2021. Based on CalEEMod 2020.4.0 model runs. Refer to Appendix B.</i>						

**a) Conflict with or obstruct implementation of the applicable air quality plan?**

**No Impact.** The analysis below assesses the Project's consistency with the SCAQMD's 2016 AQMP and SCAG's latest 2020-2045 RTP/SCS. As noted previously, the 2016 AQMP's projections for achieving state and federal air quality goals are based on population, housing, and employment trend assumptions in the 2016-2040 RTP/SCS that are largely based on growth forecasts from local governments like the City and thus, a project is consistent with the 2016 AQMP, in part, if the project is consistent with the population, housing, and employment assumptions and smart growth policies that were used in the formation of the AQMP.

The Project's development would not exceed the growth assumptions of the 2016-2040 RTP/SCS (or of the latest 2020-2045 RTP/SCS, as discussed in response to Checklist topic XIV [Population and Housing]).

The 2016–2040 RTP/SCS includes the following proposed growth forecast for population, households, and employment for the City 2040:<sup>12</sup>

- Population: 3,845,500 persons in 2012 and 4,609,400 in 2040;
- Households: 1,325,500 households in 2012 and 1,690,300 in 2040; and
- Employment: 1,696,400 jobs in 2012 and 2,169,100 in 2040.

Table III-4 lists SCAG's forecasts for population, housing, employment, and persons-per-household rate for the City, as well as the number and percent change.<sup>13</sup>

<sup>12</sup> SCAG, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, Current Demographics and Forecast, Table 11, page 24:

[http://scagrtpscsc.net/Documents/2016/draft/d2016RTPSCS\\_DemographicsGrowthForecast.pdf](http://scagrtpscsc.net/Documents/2016/draft/d2016RTPSCS_DemographicsGrowthForecast.pdf).

<sup>13</sup> Employment information is provided for informational purposes only.

**Table III-4**  
**Population, Housing, Employment,**  
**and Persons-per-Household Forecasts for the City**  
**Based on the 2016-2040 RTP/SCS**

<b>Year</b>	<b>Population</b>	<b>Households</b>	<b>Employment<sup>1</sup></b>	<b>Person/Households</b>
2021 <sup>2</sup>	4,091,039	1,442,757	1,848,339	2.84
2026 <sup>3</sup>	4,227,450	1,507,900	1,932,750	2.80
2040	4,609,400	1,690,300	2,169,100	2.73
<b>Change 2021 to 2026<sup>3</sup></b>				
Number Changed	+136,411	+65,143	+84,411	-0.03
Percent Changed	+3.33%	+4.51%	+4.56%	-1.13%
<b>Change 2026 to 2040</b>				
Number Changed	+381,950	+182,400	+236,350	-0.08
Percent Changed	+9.03%	+12.20%	+12.22%	-2.73%
<sup>1</sup> Employment information is provided for informational purposes only. <sup>2</sup> Population, housing and employment rate data for 2021 (baseline year) and 2026 (anticipated buildout year of the Project) was calculated based on a linear interpolation of growth projections in SCAG's 2016-2040 RTP/SCS. <sup>3</sup> Represents a comparison of baseline year to Project buildout year.				

The 2.205-acre Project Site is currently developed with approximately 24,000 square feet of commercial uses, Dinah's restaurant, and associated surface parking. With the exception of Dinah's restaurant use, all existing uses would be demolished and removed from the Project Site, and the site would be developed with an eight-story, 362-unit multi-family residential building, with approximately 3,700 square feet of ground-floor restaurant (in addition to Dinah's). Forty-one of the multi-family residential units would be restricted to Very Low Income households. Based on *Transportation Assessment* prepared for the Project (refer to Appendix I), the Project would add a residential population of approximately 852 people to the Project Site. As shown on Table III-5, the Project's residential population and number of housing units would represent less than one percent of the forecasted growth between 2021 and 2026 and 2026 and 2040. Thus, the Project's population and housing growth would fall within the forecasted growth for the City. Thus, growth associated with the Project has been accounted for in the current AQMP.

**Table III-5**  
**Project Estimated Comparison for the City of Los Angeles**  
**Based on the 2016-2040 RTP/SCS**

<b>Project</b>	<b>Comparison Amount<sup>1</sup></b>	<b>% of Comparison</b>
<b>As compared to Growth Forecast from 2021 to 2026</b>		
852 residents	+136,411	0.62%
362 units	+65,143	0.56%
<b>As compared to Growth Forecast from 2026 to 2040</b>		
852 residents	+381,950	0.22%
362 units	+236,350	0.19%
<sup>1</sup> Refer to Table III-4.		

The Project Site is zoned C4-1, which permits the site's proposed land uses. As such, 2016-2040 RTP/SCS assumptions about population and employment growth in the City accommodate the Project's land uses on this site. The 2020-2045 RTP/SCS (as well as its previous iteration) assumes a significant increase in multi-family housing built in infill locations near bus corridors and other transit infrastructure, in some cases even outpacing what is currently anticipated by local general plans. Development of the Project would be consistent with this land use pattern and smart growth policies to increase housing density within HQTAs. Not only would the Project be located within an HQTA but would also contribute to SCAG's goals of encouraging growth of walkable and mixed-use communities with ready access to transit infrastructure and employment. The 2020-2045 RTP/SCS specifically encourages the development of medium- and high-density housing to create strategic nodes along existing or future transit corridors to better leverage transit investments and allow for the replacement of under-performing, auto-oriented, single-story retail uses. By developing dense residential housing in a low-intensity infill location (i.e., an auto-oriented strip mall with large surface parking) that is also within an HQTA and a "Pedestrian Enhanced District" (per the City's Mobility Plan 2035), the Project would contribute directly to SCAG's goals. The Project Site's location would provide abundant opportunity for residents, employees, and other project users to reduce vehicle trips, specifically vehicle miles traveled (VMT).

In addition to the 2016 AQMP and 2020-2045 RTP/SCS, the City of Los Angeles General Plan Air Quality Element also identifies policies and strategies for advancing the City's clean air goals. As shown on Table III-6, the Project would be consistent with the applicable policies of the Air Quality Element.

**Table III-6**  
**Project Consistency with City of Los Angeles General Plan Air Quality Element**

Strategy	Project Consistency
<b>Policy 1.3.1</b> – Minimize particulate emissions from construction sites.	<b>Consistent:</b> The Project would minimize particulate emissions during construction through implementation of best construction practices and/or SCAQMD rules.
<b>Policy 1.3.2</b> – Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	<b>Consistent:</b> The Project would not include the development of any unpaved roads or parking lots.
<b>Policy 2.1.1</b> – Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	<b>Consistent:</b> The Project's proximity to high quality transit options and its inclusion of 214 bicycle parking spaces would encourage the reduction of vehicle trips and VMT. A detailed analysis of the Project's VMT impacts is included in Appendix I and discussed in response to Checklist Question XVII(b); as discussed there, Project impacts related to VMT would be less than significant.
<b>Policy 2.1.2</b> – Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and private sectors in order to reduce work trips.	<b>Consistent:</b> In addition to its proposed residential use, the Project also includes restaurant uses. Telecommuting is not an option for restaurant workers. However, the Project Site's proximity to multiple transit lines and provision of bicycle parking spaces will facilitate a reduction in single-occupant vehicle trips, and as discussed in response to Checklist Question XVII(b), Project impacts related to VMT would be less than significant.
<b>Policy 2.2.1</b> – Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans, and ridesharing subsidies.	<b>Consistent:</b> The infill Project's proximity to multiple high quality transit options and its inclusion of 214 bicycle parking spaces would encourage the reduction of vehicle trips and VMT. A detailed analysis of the Project's VMT impacts is included in Appendix I and discussed in response to Checklist Question XVII(b); as discussed there, Project impacts related to VMT would be less than significant.
<b>Policy 2.2.2</b> – Encourage multi-occupant vehicle travel and discourage single-	<b>Consistent:</b> The Project's proximity to multiple high quality transit options and its



Table III-6

Project Consistency with City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
occupant vehicle travel by instituting parking management practices.	inclusion of 214 bicycle parking spaces would encourage the reduction of vehicle trips and VMT. In addition, the Project will utilize reduced residential parking standards under State density bonus law as well as commercial parking reductions under the City's bicycle parking ordinance. A detailed analysis of the Project's VMT impacts is included in Appendix I and discussed in response to Checklist Question XVII(b); as discussed there, Project impacts related to VMT would be less than significant.
<b>Policy 2.2.3</b> – Minimize the use of single-occupant vehicles associated with special events or in areas and in times of high levels of pedestrian activities.	<b>Not Applicable:</b> The Project would not include any facilities for the types of special events referenced by this policy.
<b>Policy 3.2.1</b> – Manage traffic congestion during peak hours.	<b>Consistent:</b> A detailed analysis of the Project's VMT impacts is included in Appendix I and discussed in response to Checklist Question XVII(b); as discussed there, Project impacts related to VMT would be less than significant.
<b>Policy 4.1.1</b> – Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	<b>Consistent:</b> The Project is being entitled through the City, which coordinates with SCAG, Metro, and other regional agencies on the management of land use, air quality, and transportation policies.
<b>Policy 4.1.2</b> – Ensure that project level review and approval of land use development remains at the local level.	<b>Consistent:</b> The Project would be entitled and environmentally cleared at the local level.
<b>Policy 4.2.3</b> – Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	<b>Consistent:</b> The Project would include 214 bicycle parking spaces. Additionally, the Project would conform to all design element requirements of the City's Complete Streets Design Guide so that Project features do not hinder sight distance, mobility, or accessibility. Sepulveda Boulevard is designated a "Comprehensive Transit Enhanced Street" and "Neighborhood Enhanced Network" by the City's Mobility Plan 2035.

**Table III-6**  
**Project Consistency with City of Los Angeles General Plan Air Quality Element**

Strategy	Project Consistency
	Sepulveda Boulevard also contains Class II bicycle lanes. Sepulveda Boulevard and nearby Howard Hughes Parkway are designated “Pedestrian Enhanced Districts” by the City’s Mobility Plan 2035. It should be noted that the Project is less than a quarter-mile walk from the Howard Hughes Center, a pedestrian-oriented major retail destination. As noted earlier, the Project is located in an HQTa. The Project would include 48 EV charging stalls, and 96 spaces would be EV-capable.
<b>Policy 4.2.4</b> – Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	<b>Consistent:</b> The Project’s air quality impacts are analyzed in this document, and as provided herein, all Project impacts with respect to air quality would be less than significant.
<b>Policy 4.2.5</b> – Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	<b>Consistent:</b> The Project’s proximity to multiple high quality transit options and its inclusion of 214 bicycle parking spaces would encourage the reduction of vehicle trips and VMT. A detailed analysis of the Project’s VMT impacts is included in Appendix I and discussed in response to Checklist Question XVII(b); as discussed there, Project impacts related to VMT would be less than significant.
<b>Policy 5.3.1</b> – Support the development and use of equipment powered by electric or low-emitting fuels.	<b>Consistent:</b> The Project would be designed to meet the applicable requirements of the State’s Green Building Standards Code and the City’s Green Building Code.
<i>Source: NTEC, 2021.</i>	

As discussed previously, Project-related growth would be consistent with 2016 AQMP projections that are themselves based on 2016-2040 RTP/SCS projections, and the Project’s infill location in a HQTa and contribution to growth of a walkable and mixed-use community would be consistent with the latest regional land use planning strategies to reduce VMT and associated air emissions. As discussed below, pollutant emissions

associated with the 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 Project would not conflict with or obstruct the implementation of any applicable air quality plans. Therefore, no impacts related to this issue would occur as a result of the Project.

**b) Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard?**

**Less Than Significant Impact.** The Project would contribute to local and regional pollutant emissions during its construction and operational phases. However, as discussed below, the Project would not result in exceedances of SCAQMD daily thresholds for project-specific impacts that could subsequently cause cumulatively considerable increases in emissions of pollutants for which the Basin is designated as non-attainment.

**Construction Emissions**

Construction of the Project is anticipated to last approximately 41 months. During this time, a variety of diesel powered vehicles and equipment would be operated on-site. Demolition and grading for the Project would require vehicles such as an excavator, a bulldozer, a grader, and other heavy equipment. The building construction phase would require equipment such as forklifts and welding tools. Table III-7 summarizes the estimated construction schedule that was used to model the Project's air quality impacts.

**Table III-7  
Estimated Construction Schedule**

Phase	Duration
Sewer Relocation <sup>1</sup>	5 months
Demolition	3.5 months
Grading	4.5 months
Building Construction	29 months
Architectural Coatings <sup>2</sup>	9 months
<sup>1</sup> Sewer relocation activities would overlap partially with demolition activities. <sup>2</sup> Architectural coatings activities would overlap partially with building construction activities.	

The Project's maximum daily regional and local emissions from construction, as estimated using SCAQMD's CalEEMod 2020.4.0 model, are shown on Table III-8. Regional thresholds and LSTs for each air pollutant are also shown for comparison. As shown, the Project's regional construction emissions would not exceed SCAQMD regional significance thresholds for VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>,

PM<sub>10</sub>, or PM<sub>2.5</sub>. Also, local emissions would not exceed SCAQMD LSTs for NO<sub>x</sub>, CO, PM<sub>10</sub>, or PM<sub>2.5</sub>. As a result, the Project's construction-related air quality impacts would be less than significant.

**Table III-8  
Maximum Regional and Localized Daily Construction Emissions**

	Emissions (pounds per day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Regional Emissions</b>						
2023	1.3	22.0	15.0	0.1	1.1	0.7
2024	2.7	16.4	26.9	0.1	2.0	1.0
2025	15.8	16.8	30.0	0.1	2.2	1.1
2026	15.7	16.7	29.2	0.1	2.2	1.1
Maximum Regional Emissions	15.8	22.0	30.0	0.1	2.2	1.1
Regional Daily Threshold	75	100	550	150	150	55
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Localized Emissions</b>						
2023	1.1	12.7	14.0	<0.1	0.9	0.5
2024	1.6	12.8	14.1	<0.1	0.5	0.5
2025	14.6	13.1	15.8	<0.1	0.5	0.5
2026	14.6	13.1	15.8	<0.1	0.5	0.5
Maximum Localized Emissions	14.6	13.1	15.8	<0.1	0.9	0.5
Localized Significance Threshold	-	103	562	-	4	3
<b>Exceed Threshold?</b>	<b>-</b>	<b>No</b>	<b>No</b>	<b>-</b>	<b>No</b>	<b>No</b>
<i>Source: NTEC, 2021. Refer to Appendix B.</i>						

### **Operational Emissions**

Operational emissions associated with the Project were calculated using CalEEMod 2020.4.0. As shown below on Table III-9, development of the Project would not generate daily emissions would not exceed SCAQMD's regional significance thresholds for VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>, nor would they exceed SCAQMD LSTs for NO<sub>x</sub>, CO, PM<sub>10</sub>, or PM<sub>2.5</sub>. As a result, the Project's operational-related impacts on air quality would be less than significant.<sup>14</sup>

<sup>14</sup> The Project's preservation and continued operations of the existing Dinah's Family Restaurant would not constitute a change to the environment. As such, emissions associated with the operations of this restaurant have not been incorporated into the analysis and results shown on Table III-9. However, the Table III-9 analysis and results do account for operations emissions associated with this use's parking-related emissions, as its parking would be relocated from the existing surface parking lot (which would be demolished) to within the proposed parking garage.

**Table III-9  
Maximum Regional and Localized Operational Emissions**

Emissions Source	Emissions in lbs per day					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area <sup>1</sup>	9.4	0.3	29.9	<0.1	0.2	0.2
Energy	0.1	1.3	0.6	<0.1	0.1	0.1
Mobile Sources	5.3	5.3	54.4	0.1	14.0	3.8
Project Regional Emissions	14.8	6.9	84.9	0.1	14.3	4.1
Regional Daily Thresholds	55	55	550	150	150	55
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Project Localized Emissions	9.4	0.3	29.9	<0.1	0.2	0.2
Localized Significance Thresholds	-	103	562	-	2	1
<b>Exceed Threshold?</b>	<b>-</b>	<b>No</b>	<b>No</b>	<b>-</b>	<b>No</b>	<b>No</b>
<sup>1</sup> The Project's area source CO emissions are attributed entirely to landscaping equipment, as calculated by CalEEMod. However, it is unlikely that the Project would emit a maximum 29 pounds of CO per day as a result of on-site landscaping activities. The Project contains minimal landscaping that would not require daily or intensive maintenance activities. Nevertheless, even if this 29 pounds per day figure is assumed, the Project's daily CO emissions would still be well below the SCAQMD's 562 pound localized threshold for this pollutant.						
Source: NTEC, 2021. Refer to Appendix B.						

**c) Expose sensitive receptors to substantial pollutant concentrations?**

**Less Than Significant Impact.** As discussed previously, the Project's construction emissions would not exceed the SCAQMD's regional significance thresholds. Construction emissions also would not exceed SCAQMD LSTs, meaning that nearby sensitive receptors generally located 25 meters or further from the Project would not be exposed to substantial pollutant concentrations of pollutant emissions.

The primary TAC that would be generated by construction activities is diesel PM, which would be released from the exhaust pipes of diesel-powered construction vehicles and equipment. According to SCAQMD methodology, health risks from carcinogenic air toxics such as diesel PM are usually quantified in terms of individual cancer risk, which is the likelihood that a person exposed to concentrations of TACs over a 30-year period every day will contract cancer based on standard risk-assessment methodology. However, the anticipated duration of construction activities associated with the Project's implementation is only approximately 41 months, and daily diesel PM emissions would vary considerably day by day, and by phase. As shown on Table III-8, the Project's maximum daily PM emissions, which include exhaust PM, would not exceed applicable regional thresholds and LSTs. Given these considerations, TAC emissions from the Project's construction phase would be less than significant.

As also discussed previously, the Project's operational emissions would not exceed SCAQMD regional significance thresholds or LSTs.

Additionally, the Project does not propose typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes, automotive repair facilities, or warehouse distribution facilities. As a result, the Project's operational phase emissions would not warrant the need for a health risk assessment, and this impact would be less than significant.

Though the Project would generate traffic that produces and contributes to off-site emissions, Project traffic generation would not result in exceedances of CO air quality standards at nearby roadways due to three key factors. First, CO hotspots are rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to the Project Site area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology and the increasing penetration of this technology in the vehicle fleet. As shown earlier on Table III-2, CO levels in the Project area are well-below federal and state standards, as are CO levels in the Basin itself. No exceedances of CO have been recorded at nearby monitoring stations for some time, and the Basin is currently designated as a CO attainment area for both CAAQS and NAAQS. Finally, the Project would not contribute to the levels of congestion and emissions necessary to trigger a potential CO hotspot. Therefore, the Project's potential to expose sensitive receptors to substantial CO concentrations as a result of CO hotspots would be less than significant.

**d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

**No Impact.** During the Project's construction phase, some of the diesel-engine-operated construction equipment could generate odor emissions. However, these emissions would be intermittent and temporary and would relatively quickly disperse into the atmosphere. Thus, the Project's construction phase would not produce odor emissions that would affect a substantial number of people.

The Project does not propose the types of land uses normally associated with odor emissions, such as industrial, solid waste, waste treatment, etc. The residential portion of the Project would not create unusual or objectionable odors during long-term operations. Proposed residential uses would not generate objectionable odors. The restaurant portion of the Project would produce food-cooking odor emissions. However, these emissions would be regulated by SCQAMD's Rule 402 (Nuisance), which states the following:

*A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public,*

*or which cause, or have a natural tendency to cause, injury or damage to business or property.*

Additionally, the Project would be required to comply with California Health and Safety Code Section 41700(a), which states the following:

*Except as otherwise provided in Section 41705, a person shall not discharge from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any of those persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property.*

Thus, Project operation would not produce odor emissions that would affect a substantial number of people. Therefore, Project impacts related to odor emissions would be less than significant. No further analysis of this issue is required.

### **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.<sup>15</sup> Individual projects that generate emissions not 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 Project's emissions would not exceed any of the SCAQMD's regional or localized significance thresholds. Therefore, the Project's contribution to cumulative air quality impacts would be less than significant.

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<sup>15</sup> SCAQMD, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*, <http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf>, August 2003.

## IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



**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 Impact.** The Project Site is located in an urbanized and developed area of the City. The northern portion of the Project Site is currently improved with a single-story, multi-tenant commercial plaza and a single-story, multi-tenant industrial building, both with associated surface parking. The southern portion of the site is improved with Dinah's and associated surface parking. There are six trees located on the Project Site, five of which are alive. These include the following:<sup>16</sup>

- 2 carrotwood (*Cupaniopsis aracardioides*)
- 1 yellow pine (*Podocarpus macrophyllus*)
- 1 Mexican fan palm (*Washington robusta*)
- 1 pygmy date palm (*Phoenix roebelenii*)

Additionally, there are three trees located off site but adjacent to the Project Site that could be affected by the Project. These include the following:

- 1 southern magnolia (*Magnolia grandiflora*)
- 2 Brisbane box (*Lophostemon conferta*)

None of the on-site or off-site trees is considered a "protected tree or shrub," as defined by the City.<sup>17</sup> However, these trees could potentially provide nesting sites for migratory birds. Thus, the Project would be required to comply with the Migratory Bird Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10) and Section 3503 of the California Department of Fish and Wildlife Code, which regulates vegetation removal during the nesting season (February 15<sup>th</sup> to August 15<sup>th</sup>) to ensure that significant impacts to migratory birds would not occur. Compliance with these existing regulations would ensure impacts related to nesting birds would be less than significant.

**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.** The Project Site is located in an urbanized and developed area of the City. The northern portion of the Project Site is currently improved with a single-story, multi-tenant commercial plaza and a single-story, multi-tenant industrial building, both with

<sup>16</sup> City of Los Angeles Tree Inventory Report Dinah's Restaurant, Cy Carlberg, March 25, 2021. Refer to Appendix A.

<sup>17</sup> Protected trees and shrubs as defined by the City include oak trees (*Quercus* spp.) and Southern California black walnut trees (*Juglans californica*), western sycamore trees (*Platanus racemosa*), California bay trees (*Umbellularia californica*), Mexican elderberry shrubs (*Sambucus Mexicana*), and toyon (*Heteromeles arbutifolia*).

associated surface parking. The southern portion of the site is improved with Dinah's and associated surface parking. No riparian habitat or other sensitive natural community exist at the Project Site or in the immediate vicinity of the site. Thus, the Project would not 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. Therefore, no impacts related to this issue would occur as a result of the Project.

**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.** The Project Site is located in an urbanized and developed area of the City. The northern portion of the Project Site is currently improved with a single-story, multi-tenant commercial plaza and a single-story, multi-tenant industrial building, both with associated surface parking. The southern portion of the site is improved with Dinah's and associated surface parking. No wetlands exist at the Project Site or in the immediate vicinity of the site. Thus, the Project would not 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. Therefore, no impacts related to this issue would occur as a result of the Project.

**d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

**No Impact.** The Project Site is located in an urbanized and developed area of the City. The northern portion of the Project Site is currently improved with a single-story, multi-tenant commercial plaza and a single-story, multi-tenant industrial building, both with associated surface parking. The southern portion of the site is improved with Dinah's and associated surface parking. The Project Site is not part of a migratory wildlife corridor or native wildlife nursery. Thus, the Project would not 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. Therefore, no impacts related to this issue would occur as a result of the Project.

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

**No Impact.** As stated previously, there are six trees located on the Project Site, five of which are alive. These include the following:<sup>18</sup>

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<sup>18</sup> City of Los Angeles Tree Inventory Report Dinah's Restaurant, Cy Carlberg, March 25, 2021. Refer to Appendix A.

- 2 carrotwood (*Cupaniopsis aracardioides*)
- 1 yellow pine (*Podocarpus macrophyllus*)
- 1 Mexican fan palm (*Washington robusta*)
- 1 pygmy date palm (*Phoenix roebelenii*)

Additionally, there are three trees located off site but adjacent to the Project Site that could be affected by the Project. These include the following:

- 1 southern magnolia (*Magnolia grandiflora*)
- 2 Brisbane box (*Lophostemon conferta*)

The Applicant would be required to plant replacement trees on or adjacent to the Project Sites in conformance with the City's Urban Forestry Division requirements for Project landscaping and tree replacement and planting. Therefore, no impacts related to this issue would occur as a result of the Project.

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

**No Impact.** The Project Site is not subject to a Habitat Conservation Plan, a Natural Community Conservation Plan, or other such plan. Therefore, the Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impacts related to this issue would occur as a result of the Project.

**Cumulative Impacts**

The six related projects listed on Table 3-2 on page 37 of the *Transportation Assessment* prepared for the Project (refer to Appendix I) are located in highly urban areas and likely do not contain significant biological resources, such as candidate, sensitive or special status species, riparian habitat, sensitive natural communities, and wetlands, and are not part of a wildlife corridor or significant ecological area (SEA) or subject to a habitat conservation plan, a natural community conservation plan, or other such plan. All related projects with existing trees would be required to comply with the requirements of the MBTA. Because the Project would not result in any impacts related to biological resources, the Project does not have the potential to contribute to any cumulative biological resources impacts. Therefore, cumulative impacts related to biological resources would be less than significant.

## V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

**Less Than Significant Impact.** The analysis of Project impacts on historical resources below is based on the following (refer to Appendix C):

- *Historical Resources Technical Report, Architectural Resources Group, March 29, 2022.*

## Regulatory Framework

### *National Register of Historic Places*

The National Register of Historic Places (National Register) is the nation's master inventory of known historic resources. Established under the auspices of the National Historic Preservation Act of 1966, the National Register is administered by the National Park Service (NPS) and includes buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level. Eligibility for in the National Register is addressed in National Register Bulletin (NRB) 15: How to Apply the National Register Criteria for Evaluation. NRB 15 states that in order to be eligible for the National Register, a resource must both: (1) be historically significant, and (2) retain sufficient integrity to adequately convey its significance. Significance is assessed by evaluating a resource against established eligibility criteria. A resource is considered significant if it satisfies any one of the following four National Register criteria:

- Criterion A (events): associated with events that have made a significant contribution to the broad patterns of our history;

- Criterion B (persons): associated with the lives of significant persons in our past;
- Criterion C (architecture): embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction;
- Criterion D (information potential): has yielded or may be likely to yield, information important in prehistory or history.

Once significance has been established, it must then be demonstrated that a resource retains enough of its physical and associative qualities – or integrity – to convey the reason(s) for its significance. Integrity is best described as a resource’s “authenticity” as expressed through its physical features and extant characteristics. Generally, if a resource is recognizable as such in its present state, it is said to retain integrity, but if it has been extensively altered then it does not. Whether a resource retains sufficient integrity for listing is determined by evaluating the following seven aspects of integrity defined by NPS:

- Location (the place where the historic property was constructed or the place where the historic event occurred);
- Setting (the physical environment of a historic property);
- Design (the combination of elements that create the form, plan, space, structure, and style of a property);
- Materials (the physical elements that were combined or deposited during a particular period of time and in a particular manner or configuration to form a historic property);
- Workmanship (the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory);
- Feeling (a property’s expression of the aesthetic or historic sense of a particular period of time); and
- Association (the direct link between an important historic event/person and a historic property).

Integrity is evaluated by weighing all seven of these aspects together and is ultimately a “yes or no” determination – that is, a resource either retains sufficient integrity or it does not. Some aspects of integrity may be weighed more heavily than others depending on the type of resource being evaluated and the reason(s) for its significance. Since integrity depends on a resource’s placement within a historic context, integrity can be assessed only after it has been established that the resource is significant, and under which criteria.

Generally, a resource must be at least 50 years of age to be eligible for listing in the National Register. Exceptions are made if it can be demonstrated that a resource less than 50 years old is (1) of exceptional importance, or (2) is an integral component of a historic district that is eligible for the National Register.

### ***California Register of Historical Resources***

The California Register of Historical Resources (California Register) is the authoritative guide to the State's significant historical and archeological resources. In 1992, the California legislature established the California Register "to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change." The California Register program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for historic preservation grant funding; and affords certain protections under CEQA. All resources listed on or formally determined eligible for the National Register are automatically listed in the California Register. In addition, properties designated under municipal or county ordinances, or through local historic resources surveys, are eligible for listing in the California Register.

The structure of the California Register program is similar to that of the National Register, though the former more heavily emphasizes resources that have contributed specifically to the development of California. To be eligible for the California Register, a resource must first be deemed significant under one of the following four criteria, which are modeled after the National Register criteria listed above:

1. Criterion 1 (events): associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
2. Criterion 2 (persons): associated with the lives of persons important to local, California, or national history;
3. Criterion 3 (architecture): embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values;
4. Criterion 4 (information potential): has yielded, or has the potential to yield, information important to the prehistory or history of the local area, state, or the nation.

Similar to the National Register, the California Register also requires that resources retain sufficient integrity to be eligible for listing. A resource's integrity is assessed using the same seven aspects of integrity used for the National Register. However, since integrity

thresholds associated with the California Register are generally less rigid than those associated with the National Register, it is possible that a resource may lack the integrity required for the National Register but still be eligible for listing in the California Register.

There is no prescribed age limit for listing in the California Register, although California Register guidelines state that “sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource.”

Resources are automatically listed in the California Register if they are listed in or have been officially determined eligible for the National Register. State Historic Landmarks #770 and forward are also automatically listed in the California Register.

### ***City of Los Angeles Cultural Heritage Ordinance***

The local designation programs for the City of Los Angeles include Historic-Cultural Monument (HCM) designation for individual resources and the adoption of Historic Preservation Overlay Zones (HPOZs) for concentrations of buildings, commonly known as historic districts. The City of Los Angeles Cultural Heritage Ordinance (Chapter 9, Section 22.171 et seq. of the Los Angeles Administrative Code) defines an HCM as any site (including significant trees or other plant life located thereon), building, or structure of particular historic or cultural significance to the City of Los Angeles, meaning that it meets one or more of the following criteria:

1. It is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city, or community; or
2. It is associated with the lives of historic personages important to national, state, city, or local history; or
3. It embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.

The City of Los Angeles established its Historic Preservation Overlay Zone (HPOZ) ordinance in 1979. The ordinance was revised in 1997, 2000, 2004, and 2018. According to Section 12.20.3 B.17 of the LAMC, a *Preservation Zone* is “any area of the City of Los Angeles containing buildings, structures, landscaping, natural features or lots having historic, architectural, cultural or aesthetic significance.”

Local historic preservation ordinances often include standards for determining whether a resource retains sufficient integrity to merit local historic designation, and this language can vary widely from municipality to municipality. Some local ordinances do not mention integrity at all. The Los Angeles Cultural Heritage Ordinance does not include language about integrity. When evaluating historical resources in municipalities where the historic

preservation ordinance does not provide guidance for assessing integrity, in accordance with best professional practices it is customary to use the National Register seven aspects of integrity to assess whether or not a resource retains sufficient integrity to convey its significance at the local level. For local eligibility in the City, the City typically considers integrity in determining whether a historical resource qualifies as a Historic-Cultural Monument (HCM), but practices greater flexibility when evaluating integrity for local designation than is the case for determining state or federal eligibility.

As with the National and California Registers, in assessing integrity at the local level, some aspects may be weighed more heavily than others depending on the type of resource being evaluated and the reason(s) for its significance. For example, if a property is significant as an excellent example of an architectural style, integrity of design, workmanship and materials may weigh more heavily than integrity of setting. In contrast, if a property is significant for its association with an important event or person, integrity of setting, feeling, and association may weigh more heavily than integrity of design.

### **Previous Evaluations and Designations**

Dinah's Family Restaurant is not designated as a historic resource under any local, state, or federal registration program. In addition, it is not listed in the California Built Environment Directory (BERD). The building was identified as a potential historic resource in 2013 during the Los Angeles Citywide Survey (SurveyLA) of the Westchester-Playa del Rey Community Plan Area (CPA). The survey determined the building was potentially eligible under local Criterion 1 for its association with Dinah's, an iconic long-time restaurant which has been in continuous operation at this location since 1959. It was also determined eligible for listing in the National Register, California Register, and as a Los Angeles HCM under Criteria C/3/3 as an excellent example of Googie architecture. The restaurant's three freestanding signs were also identified as contributing to the significance of the building.

### **Property History**

#### ***General Setting***

Dinah's Family Restaurant is located at located at 6521 S. Sepulveda Boulevard, in the Westchester community of Los Angeles. It sits near the southwest corner of Sepulveda Boulevard and Centinela Avenue, just south of Interstate 405 and approximately 15 miles southwest of downtown. Immediately north of the building is a one-story commercial strip mall, which it shares paved surface parking with. On the opposite (east) side of Sepulveda are large, multi-story office complexes, and to the west of the property is a low-scale commercial campus historically comprising the Westchester Industrial Tract (build 1950s – 70s), recorded through SurveyLA as the potential Arizona Circle Industrial Historic District. A few additional commercial properties as well as single-family residential neighborhoods surround the property to the south. The topography of the surrounding area slopes downward to the north.



The Project Site is developed with three primary buildings, including the Dinah's Family Restaurant (6521 S. Sepulveda Boulevard), a one-story industrial/mixed-use building (6511-6519 S. Sepulveda Boulevard/6508-6520 S. Arizona Avenue), and a one-story commercial strip mall (6501-6505 S. Sepulveda Boulevard/6502-6506 S. Arizona Avenue). These buildings are separated from one another by paved surface parking. An approximately 160-square-foot small locksmith shop (added 1986) is located east of the strip mall, at the northeast corner of the Project Site.

At the northwest corner of the Project Site, facing Centinela Avenue to the north, is a freestanding pole sign associated with Dinah's Family Restaurant building. The sign reads "Dinah's Fried Chicken" in dynamic backlit individual lettering; two backlit plastic boxes contain additional copy below the main signage. Originally sited equidistant between Sepulveda Boulevard and Arizona Avenue, the sign was moved further northwest to its current corner location in 1983; some of the sign's original lettering has also been replaced. At the northeast corner of the Project Site is a billboard, and along the east edge of the Site is another free standing sign. Neither the billboard nor the freestanding sign is associated with Dinah's Family Restaurant.

Two freestanding signs are located along the front of the Dinah's Family Restaurant building. Built in 1971, a pylon sign sits near the northeast corner of the building, highly visible along Sepulveda Boulevard. It consists of a backlit rectangular box with lettering that reads "Dinah's Family Restaurant." The box is supported by a rectangular pylon, and atop the box is a red lantern bounded by metal scrolls. Near the northwest corner of the building, in front of the take-out space, is a pole supporting a backlit plastic cylinder, intended to emulate a bucket of fried chicken. Originally installed in 1959, the current bucket replaced an older version with different text/lettering in 2013.

### ***Dinah's Family Restaurant (6521 S. Sepulveda Boulevard)***

#### ***Exterior***

Constructed in 1957, the one-story restaurant building is largely rectangular in plan, except at its northeast corner where a circular volume (comprising a dining area) is located. Attached to the west end of the building is a small rectangular volume (added in 1959) that holds the restaurant's take-out department. The building has a combination low-pitched gable roof (east half) and flat roof (west half). The gable roof features a slightly upswept prow at the north gable end. The circular volume at the northeast corner is capped with a flat roof with wide eaves. All portions of the roof are covered in rolled asphalt, and mechanical equipment is visible on top of the roof. The exterior of the building is mostly clad in stucco with natural stone accent cladding in various locations. Windows are primarily grouped, fixed, and floor-to-ceiling with aluminum frames. Primary doors are fully glazed with aluminum frames, and back-of-house doors are flush metal. Most windows and doors appear to be replacements, with thicker frames than would have existed historically.

The building's primary façade faces north towards a parking lot. The east half, underneath the gable roof, is characterized by fixed floor-to-ceiling aluminum windows. An entrance volume composed of paired fully glazed aluminum doors and fixed windows with mirrored glass is located near the east end. The entrance was remodeled in 1976 so that the doors and surrounding glazing sit at a slight angle to the rest of the façade. To the east of the entrance, at the northeast corner of the building, the circular volume is lined with grouped fixed canted aluminum windows with stone cladding below. To the west of the entrance is a stucco wall devoid of fenestration. A stone planter approximately three feet high extends most of the length of the wall. The west end of the north façade, comprising the take-out space (added in 1959), is set back from the east end. It consists of floor-to-ceiling aluminum windows and a fully glazed aluminum door. It is fronted by an entrance canopy and a concrete pad and ramp surrounded by a metal railing. At the time of the site visit (August 2020), the majority of the building's north façade was obscured by a freestanding open tent sheltering a temporary outdoor dining area added during the COVID-19 pandemic that will presumably be removed after the pandemic.

The east façade is slightly set back from the sidewalk along Sepulveda Boulevard. The façade is divided into six bays, which are delineated by stone or stucco wingwalls. Each of the bays contains grouped fixed aluminum windows. Vertical U-groove metal cladding lines the lower half of the three northern bays. The second and third bay from the south end contain fully glazed aluminum doors. Metal and stucco awning structures are present above most of the bays. At the time of the site visit, the landscaped area in front of the east façade had been enclosed with a tall metal fence, and umbrellas had been added for temporary outdoor dining during the COVID-19 pandemic. It is presumed that these will be removed after the pandemic.

The west façade faces surface parking. The façade is primarily clad in stucco, except for at its north end where stone accent cladding and metal siding are present. The north end also has two fixed metal windows, and the center of the façade contains a recessed back-of-house entrance with a flush metal door. The south façade faces a concrete block perimeter wall. It is clad in stucco and lacks fenestration.

### *Interior*

#### Restaurant

The interior of the restaurant consists of a large open dining area, an exhibition kitchen, a separate dining room, and a back-of-house kitchen with an employee break room to the south and restrooms to the north.

The main entrance provides access to a center open dining room. The room is filled with vinyl upholstered booths that seat two to four people and fixed tables. The stucco ceiling of the dining room is characterized by a series of dropped trapezoidal-shaped volumes terminated by round disks holding light fixtures. The fixtures are contemporary, and newspaper research indicates the color palette was previously orange and yellow rather

than its current red and blue. While the north and east walls of the dining room are largely glazed, the south wall, which divides the room from a smaller dining area, contains non-historic obscure glass and faux marble cladding. The center of the dining room floor, where seating is located, is covered in non-historic vinyl tile and carpet. Original terrazzo flooring is visible along the perimeter where waiter serving stations are located, as well as in the waiting area and the smaller circular dining area north of the main dining room. The terrazzo is composed of red, cream, and gray-colored flecks. Based on previous photographic documentation, the faux marble cladding, vinyl floor tile, carpet, and tables/table finishes were replaced in the last year to two to three years.

The northeast and southeast ends of the dining room seating are bound by two waiter serving stations. The stations are L-shaped and feature stainless steel counters and red metal cabinets. Previous photographic documentation indicates the cabinets were replaced in the 2010s.

To the north of the dining room is the waiting area, composed of vinyl upholstered seats and a cashier's station, which consists of a desk clad in non-historic faux marble (added in the last couple of years). The cashier's station is backed by a historic stone accent wall. To the northeast of the main dining room is a smaller dining area. This dining area contains vinyl upholstered semi-circular booths and fixed tables arranged in a circle. At the center of the space's floor is a red, yellow, and cream-colored terrazzo star; the rest of the floor is covered in contemporary carpet.

To the south of the main dining space is a separate dining room. This room is rectangular in plan and lined with vinyl upholstered booths and fixed tables on its north and south ends. The ceiling is plaster with can lighting, and the walls are clad in non-historic faux marble. The floor is covered in newer carpet and tile. The wall and floor finishes were replaced in the last couple of years.

To the west of the primary dining area is the exhibition kitchen. The exhibition kitchen was a common characteristic of postwar coffee shops, allowing customers to oversee the cleanliness of the restaurant's food preparation. The exposed kitchen features appliances, preparation counters, shelving, and cabinetry composed of stainless steel (the red cabinets, which match those in the service stations, appear to be replacements). A plaster canopy with canted edges and featuring keystone-shaped light sconces hovers over the exhibition kitchen. The kitchen is bordered on the east side by low counter seating with swivel chairs. Based on visual inspection during a site visit, the dining counter may have been replaced or moved slightly further east, presumably to meet accessibility code requirements for the exhibition kitchen. The counter tops were replaced in the last two to three years.

The back-of-house kitchen, located west of the exhibition kitchen, is a large, primarily open space with smaller rooms along the perimeter. The kitchen retains a plaster ceiling, quarry tile flooring, and tile wall finishes. Stainless steel counters and equipment are strategically spaced throughout to allow for foot traffic and employees cooking.

To the south of the kitchen is an employee breakroom and cashier's station. The rooms feature plaster ceilings and walls and concrete and tile flooring. To north of the kitchen are two restrooms that contain no historic finishes or fixtures.

### Take-Out Space

The take-out space has a separate entrance at the west end of the north façade. The interior of the space consists of a small waiting area and an ordering/service counter (front-of-house), and a kitchen/storage area (back-of-house). The waiting area has a wood ceiling supported by exposed wood beams. A dropped ceiling with can lighting delineates the ordering/service area. The walls of the front-of-house space are clad in white, gray, and red tile, which does not appear to be historic, and the floors have non-historic vinyl tile flooring. The take-out kitchen was not accessed during the site visit.

### ***Industrial/Mixed-Use Building (6511-6519 S. Sepulveda Boulevard/6508-6520 S. Arizona Avenue)***

Constructed in 1967, the multi-tenant industrial/mixed-use building (6511-6519 S. Sepulveda Boulevard/ 6508-6520 S. Arizona Avenue) is one story in height and L-shaped in plan. It is capped with a flat roof, and its exterior walls are clad in brick. Its west façade, which fronts on Arizona Avenue, is lined with recessed entrances containing non-original fully glazed doors, some with metal security doors. Between the entrances are fixed and sliding aluminum windows. The building's south façade is similarly lined with primarily recessed entries with non-original doors and fixed and sliding aluminum windows. The east end of the south façade has been painted, and an opening appears to have been infilled where a painted mural is installed. The north façade is articulated with large rectangular openings enclosed with metal roll-up doors and multiple pedestrian entrances holding slab doors. The east façade appears to have been significantly altered with new window and door openings to accommodate a restaurant storefront, likely in the 1990s. An entrance ramp, added for accessibility, leads to a fully glazed entrance door at the north half of the façade. Large, fixed windows are located on either side of the entrance. A wood fence and shade structures have been added for temporary outdoor dining during the COVID-19 pandemic.

### ***Chronology of Development and Use***

Below is a chronology of development and use of Dinah's Family Restaurant and the industrial/mixed-use building. Source materials include online building permits from the City of Los Angeles Department of Building and Safety, *Los Angeles Times* newspaper articles, historic aerial photographs, and contemporary social media posts.

#### Dinah's Family Restaurant (6521 S. Sepulveda Boulevard)

Dec. 1956: Foundation laid for restaurant and store at 6521-27 Sepulveda Boulevard.

- 1957: Permit pulled for a new building – wood frame and stucco restaurant and store with composite roof. Jacob Tracht is listed as the architect. Owners are listed as Howard Fox and Harry Quinn.
- Rounded canopy on northeast part of building erected, along with roof sign for Henn’s Restaurant.
- Certificate of Occupancy issued to Henn’s Restaurant.
- 1959: Permit issued for conversion of liquor store attached to the restaurant into a banquet room in May.
- The restaurant was rebranded, and Dinah’s Pancake House opens in July.
- Permit issued for a one-story wood frame and stucco addition along west end of building (the current take-out space) in September.
- “Bucket” pole sign was erected on the site in October.
- 1960s: By the mid-1960s, the owners are listed as Fred Humphreys and Roy Roberts. Humphreys owned other restaurants in the Los Angeles area, including Viva Mexican in Burbank.
- 1971: Pylon sign was added in front of the primary entrance along Sepulveda Boulevard.
- 1974: Permit pulled for a small rear southwest addition for a walk-in refrigerator.
- 1976: The primary entrance was remodeled and expanded. New space was enclosed in projecting mirrored glass wall left of the primary entrance.
- Early 1980s: The restaurant’s name is changed from “Dinah’s Pancake House” to “Dinah’s Family Restaurant.”
- 1983: The “Dinah’s Fried Chicken” pylon sign (original build date unknown) was relocated to its current site at the intersection of Arizona and Centinela avenues.
- 1989-95: The orange and yellow color palette, which may have been original and was featured in ceiling finishes and the dining booths, was replaced with the current red and blue scheme.
- 1993: Permit issued for the removal of all roofs, replacement with firestone roofing.

By 1993, ownership appears to have changed back to the original families. Lorin and Mitchell Flyer, relatives of Howard M. Fox and his wife Evelyn Flyer, are listed as the owners, along with Harry J. Quinn.

- 1996: Permit issued for restroom upgrades for accessibility.
- 2004: Permit issued for the replacement of fire-damaged roof rafter: “No structural changes.”
- 2013: The original “bucket” sign in front of the take-out space is replaced with an updated version. Teri and Mario Ernst are the owners until at least 2017. Online news articles indicate the Ernsts are related to the original owners, though it is unknown who their exact relatives are.
- 2018-19: Interior features and finishes, including faux marble cladding, new vinyl tile flooring, carpet, new service station cabinets/storage, and new tabletops replaced original features/finishes. Around the same time, decorative period knick-knacks along the walls removed.
- 2020: Temporary outdoor dining areas added to the north and east sides of the building, obscuring views of the north and east façades.

In addition to the alterations listed above, alterations to the exterior and interior of the building that were not documented in building permits or other source materials were noted. These alterations were identified by visual inspection of the property on August 24, 2020. In the absence of building permits, it is not known when these alterations occurred. The following is a list of the alterations noted during visual inspection:

- New aluminum windows and entrance doors appear to have replaced original windows/doors, which would have likely had narrower frames.
- The dining counter surrounding the exhibition kitchen appears to have been replaced/relocated slightly further east to accommodate a larger kitchen space.

Industrial/Mixed-Use Building (6511-6519 S. Sepulveda Blvd./6508-6520 S. Arizona Ave.)

- 1967: A one-story, multi-tenant industrial/mixed-use building was constructed northeast of the existing Dinah’s Family Restaurant.
- Permit issued for a neon sign for Dobby’s Sportswear retail store at 6519 S. Sepulveda Boulevard, near the east end of the building.
- 1968: Newspapers advertised a “New brick, beaut. ofc.,” 2,000 square feet in size, at 6508 S. Arizona Avenue.

Artex Hobby Products, Inc., a company producing hobby embroidery paints, began occupying 5,000 square feet of office and warehouse space at 6520 S. Arizona Avenue.

1970: Permit issued for the addition of interior partitions at 6520 S. Arizona Avenue. The building's use is listed as office/storage. The owner of the building is listed as Harry J. Quinn, who also owned Dinah's.

The Shady Lady, a lamp store, occupied 6515 S. Sepulveda Boulevard.

1973: A silver ingots store operated out of 6520 S. Arizona Avenue.

1977: A mattress factory showroom occupied 6520 S. Arizona Avenue.

1981: A marketing company called Rumours Ltd. occupied 6508 S. Arizona Avenue.

1987: A satellite store occupied 6515 S. Sepulveda Boulevard.

1988: A mattress factory operated out of 6519 S. Sepulveda Boulevard

1990: Permit issued to change a repair shop into a church meeting space at 6519 ½ Sepulveda Boulevard. Alterations included new interior partitions and accessible restrooms.

1992: Permit issued to change a retail store into a restaurant at 6515 S. Sepulveda Boulevard. Alterations included tenant improvements. This may have been when the fenestration was altered and new window openings added at the east façade of the building.

1994: Permit issued to change an office/warehouse into a commercial kitchen at 6517 ½ S. Sepulveda Boulevard. Work included remodeling the existing space for catering.

2018: A plumbing permit listed Lorin Flyer, who also owned Dinah's, as the owner of 6515 S. Sepulveda Boulevard.

2020: A temporary outdoor dining area was added to the east side of the building, obscuring views of the east façade.

In addition to the above, changes to the exterior of the building that were not documented in building permits or other source materials have occurred. In the absence of building permits, it is not possible to determine when these alterations occurred. Below is a list of the changes noted by during visual inspection:

- Most doors replaced

- Door and window security bars added
- Signage added/replaced

## **Historical Background and Context**

### ***Postwar Commercial Development of Westchester***

The planned suburb of Westchester, subdivided from 1940-1944, was among the first developments of its kind in America to be conceived not as an dependent bedroom community, but as a self-sufficient neighborhood, with places to live, work, shop, and eat. The ground for the development was laid as early as 1928, when the City of Los Angeles chose to site its municipal airport (eventually, LAX) in the southwestern Ballona wetlands. Thereafter, aviation- related industries became the economic linchpin of the surrounding region. With the start of World War II, aircraft manufacturing plants, including North American Aviation and Douglas Aircraft arose nearby, and earlier plants such as Hughes Aircraft Company facilities (established in the 1930s) expanded, attracting droves of commuting defense workers. Westchester, which included tracts by Marlow-Burns and Frank H. Ayres & Sons, was planned as a subdivision of 3,230 residences to house these workers. Residency was initially restricted to those engaged in the war effort.

The aviation and aerospace industries proliferated in Westchester after World War II, as companies shifted their focus to manufacturing commercial passenger planes. Most postwar industrial development occurred around LAX and other previously established industrial districts. In the late 1950s through the early 1970s, developer Robert G. Harris subdivided and developed the Westchester Industrial Tract (to the west of the Project Site), less than one-half mile from the Hughes Aircraft plant. The tract comprised several low-scale brick buildings that were leased to industrial manufacturers, the majority of whom produced parts and materials for aviation-related industries.

An integral component of Westchester's master plan was the construction of a low-scale commercial district to serve its residents. Now known as the Westchester Triangle, the commercial development is located to the east of Sepulveda and south of Manchester Avenue, in the southern section of the community. Construction of the district commenced shortly after the war and continued into the early 1960s. After the war, Westchester continued to expand towards neighboring Playa del Rey, where Kaiser Community Homes, an offshoot of the wartime shipbuilding company, built a massive factory for pre-assembled housing components. Kaiser Community Homes' new housing project was funded by the Federal Housing Administration (FHA). As with many areas across the country, the company had in place racially restrictive housing policies, precluding Black families and other people of color from residing in Westchester's new residential neighborhoods.

Commercial infrastructure followed the expansion of industrial and residential development, with the rise of new auto-oriented retail corridors to the north and west of



the residential neighborhoods along Centinela Avenue and Jefferson Boulevard in the late 1950s and early '60s. Dinah's Family Restaurant (building 1957 as Henn's Restaurant), located at the intersection of Sepulveda Boulevard and Centinela Avenue, along with nearby Pann's Coffee Shop (1958), and the original Denny's (1959) became local hubs, serving as locations for community meetings and offering inexpensive traditional American fare to local residents, commuters, and tourists alike.

With the construction of the first leg of the Interstate 405 Freeway in 1961, the expanding northern commercial center of Westchester became inextricably linked to the rest of Los Angeles. This trend culminated in the 2000s, when the mixed-use Playa Vista project development to the northeast attracted a wave of new business and retail presence to the region. Anchored between the nation's second-busiest airport to the south and the emerging technological hub of "Silicon Beach" to the west, Westchester remains a prominent center of industry and commerce to this day.

### ***Dinah's Chicken***

Dinah's Chicken was a restaurant franchise that expanded in the late 1950s through the 1970s throughout the Western United States and Canada. Dinah's arose as a competitor to Colonel Harland Sanders' Kentucky Fried Chicken franchise, which expanded nationwide in the mid-1950s, seeking to secure a part of the burgeoning hamburger-centric postwar fast food market. Dinah's borrowed tactics from Sanders' restaurant chain, including granting franchise owners rights to a secret recipe for pressure-cooker fried chicken, and associating itself nostalgically with the Old South. Though restaurant reviews of Dinah's Family Restaurant would speculate about the presence of the eponymous figurehead, "Dinah," unlike Colonel Sanders, Dinah was a fiction. Dinah was a racialized caricature of a Southern Black "Mammy" figure whose likeness appeared in advertisements for the franchise in the early 1960s. Like Aunt Jemima, the mascot of the popular pancake syrup brand, a "Dinah" or "Aunt Dinah" had been used to promote molasses and fried chicken even before the Dinah's Chicken brand came into existence. Appealing to the wave of Southern and Eastern transplants who arrived in Southern California following World War II, Dinah's sought to strike a chord of familiarity and home-style authenticity, albeit in a racially exploitative manner. Though Dinah's restaurants were family-owned, with the franchise advertising directly to married couples, none of the Dinah's franchises in Southern California appear to have been Black-owned businesses.

Restaurants in the Dinah's franchise were a loosely cohesive entity that operated under various names, with only some using the brand's logo. Owners primarily bought into the franchise to have access to the fried chicken recipe. During the 1960s and '70s, for instance, in the greater Los Angeles area both a taco stand, Taco Tia in Pasadena, and a traditional sit-down restaurant, the Grist Mill in Burbank, sold Dinah's Chicken under their own auspices. The Dinah's Family Restaurant on Sepulveda Boulevard, opened in 1959 by Howard Fox and Harry Quinn, was the first franchise location in Los Angeles. Alongside the Dinah's fried chicken recipe (initially claimed to be identical to Colonel

Sanders' own), the restaurant also touted its affiliation with the Original Pancake House franchise. This gave the Westchester location a unique identity as “pancake and chicken house,” boasting an expansive, versatile menu in the California coffee shop manner that became popular in postwar Los Angeles.

A Huntington Park location at 2054 E Gage Street opened around the same time as the Westchester location; the two were listed in a 1961 advertisement, though it is unknown if this other branch was also operated by Fox and Quinn. Locations in Glendale, at 4106 San Fernando Road; Hollywood, at 1552 N. Western Avenue; and Long Beach, at the intersection of Atlantic Avenue and San Antonio Drive, opened in 1967, 1969, and 1974, respectively. Of all the former Dinah's locations nationally, only the Dinah's Family Restaurant in Westchester and Dinah's Fried Chicken in Glendale, which appears to have high integrity, are extant. Although both claim to use exclusive fried chicken recipes and retain the same mid-century Dinah's logo, the two restaurants have no affiliation.

Since its founding in 1959, the Westchester Dinah's has become an iconic commercial entity, with strong ties to the surrounding community. Its quality comfort food and homey atmosphere have been the subject of amateur bloggers and professional food critics for decades. In addition to being the go-to breakfast joint for numerous local residents and out-of-towners traveling to and from LAX, Dinah's has served as the meeting hub for local community organizations, such as the Westchester Toastmasters Club, the Westchester YW Wives Club, and the Culver City Community Coordinating Council, as well as the location of myriad events, including the Hughes Employees Assoc. Sports Car Club (HEASCC) “Crazy Maze I” car rally pit stop, health insurance workshops and seminars, and club anniversary parties and social gatherings. In more recent years, it has proved to be one of Hollywood's favorite filming locations, serving as the backdrop for movies and television shows like *The Big Lebowski* (1998), *The Limey* (1999), *Nightcrawler* (2014), *Modern Family* (2015), *Agents of Shield* (2015), and *California Dreaming* (2016).

## **Googie Architecture**

An architectural expression of a prosperous and optimistic postwar America, the hyper-stylized Googie idiom (referred elsewhere in the United States as “Doo-Wop” or “Populuxe”), flourished in Southern California from the late 1940s to the ‘60s. Identifiable by its Space Age vocabulary of saucers, butterfly roofs, and parabolas; its embrace of modern materials such as stainless steel, Formica, and plastics; and its expressive graphic signage, the style proliferated in the architecture of coffee shops, bowling alleys, car washes, and drive-in theaters. Googie was as much a product of automobile culture as a symbol of it. The style was a direct successor of the roadside mimetic architecture of the 1920s and ‘30s, which used playful, large-scale forms to attract the attention of vehicular traffic. Googie was also derived from the sleek lines and polished chrome of Streamline Moderne's machine aesthetic – which echoed ocean liners and automobiles – updating the style for the Atomic Age, with rocket-ship finials and shiny plastics. As higher standards of living boosted car ownership, and new freeways allowed Angelenos

to travel with more efficiency than ever, Googie architecture conveyed a buoyant technological optimism.

The paragon of Googie architecture was the California coffee shop, a new restaurant type that offered affordable, family-friendly dining in a stylishly modernistic setting. Architectural historian and author Alan Hess credits the architect John Lautner, a student of Frank Lloyd Wright, with inventing the Googie style with his two locations of the chain Coffee Dan (neither extant), designed in collaboration with Douglas Honnold in the early 1940s. The Vine Street location of Coffee Dan exhibited what would become leitmotifs of the Googie style: a tilted, cantilevered roof and a floor-to-ceiling glass façade that eluded the distinction between inside and out. The idiom's very name was derived from one of Lautner's projects, Googie's, a coffee shop on Sunset and Crescent Heights boulevards that Hess invokes as a series of jutting, oblique planes, topped by a red-painted "roofline propped up on rectangular fins set at an angle and cut back at the top, so that they only barely touched the roof." Frank Lloyd Wright's organic architecture, transmitted directly through former students such as Lautner and Harry Harrison, was a crucial influence on the design of the California coffee shop. Craggy rock walls, triangular clerestories, and projecting eaves, pioneered in the design of Taliesin West, Wright's home and school in Arizona, became fixtures of Googie coffee shop architecture from the late 1940s onward.

Googie coffee shops appeared all over Los Angeles during the 1950s, but became endemic along the wide arterial boulevards of West Los Angeles and the San Fernando Valley, areas that were newly populated by postwar subdivisions. The most prolific architects of California coffee shops were Armet and Davis, whose designs for a local coffee shop chain, Norm's (two of their designs are extant, on La Cienega Boulevard in Los Angeles and in Huntington Park), as well as prototypes for Bob's Big Boy and Denny's were exported regionally and nationwide. Locally, establishments such as Romeo's Times Square Coffee Shop (now Johnie's Coffee Shop) in the Miracle Mile district and Dinah's Family Restaurant (built in 1957 as Henn's, Jacob Tracht) and Pann's Coffee Shop in Westchester, defined themselves with progressively more exuberant architecture and flamboyant acrylic plastic and neon signs. At the same time, these Googie coffee shops entwined themselves in the expansive new suburban fabric of Los Angeles. With their jubilant aesthetic and accessible prices, they became neighborhood fixtures.

By the 1970s, Googie architecture had fallen out of fashion, its flashy novelty deemed too flamboyant by an economically and environmentally conscious public. In the following decades, development pressures and evolving preferences in commercial design resulted in the mass demolition of Los Angeles' Googie building stock: over 30 per cent (138) of Googie style commercial buildings (nationwide) identified by Alan Hess in 1984 have been demolished, with only 271 extant today. Despite a revival of interest in the style heralded by postmodern historians and embraced by the general public, Southern California's few extant Googie coffee shops remain vulnerable to demolition.

The character-defining features of the Googie style include the following:

- Horizontal form, almost always one story in height
- Prominent, exaggerated roofs/rooflines taking on a variety of shapes, such as hyperbolic paraboloids, zig-zag folded plates, butterfly roofs, etc.
- Roofs that generally project and float over walls of plate glass
- Combined use of a variety of materials (stucco, wood, lava rock, flagstone/flagcrete, terrazzo, ceramic stile), both synthetic and natural
- Large expansive plate glass windows
- Entry canopies, often cantilevered or suspended
- Exaggerated signs, either on pylons or attached to the roofline
- Extensive landscaping, with integrated planters and exterior lighting
- Use of exaggerated design elements such as boomerang shapes and starbursts

### ***Jacob Tracht, AIA***

Jacob Tracht was born in Pittsburgh, Pennsylvania in 1917, the first-born son of Russian-Jewish immigrants who had arrived in the United States seven years prior. Tracht excelled academically, winning a county-wide achievement award as a high school senior, and a four-year honors scholarship to study architecture at the Carnegie Institute of Technology (now Carnegie Mellon University). While still in university, Tracht won a prize for his low-cost housing design in the nationwide Productive Home Architecture Competition, impressing a jury that included Richard Neutra. After graduation, Tracht worked at H.H. Robertson Industrial Building Products in Pittsburgh until he enlisted in the U.S. Army in 1943. Stationed at Fort MacArthur at the end of his service, Tracht met Marcia Starr, a Los Angeles resident, whom he married in 1946. By the following year, the Trachts were living in Inglewood in a newly constructed multi-family residence, possibly of Jacob's own design. He became a member of the American Institute of Architects in 1953.

Tracht's first major Los Angeles commissions were designed in the novel California Googie coffee shop style. The subject building and the White Front Patio Café on 7627 S. Central Avenue in South LA (now demolished), both built in 1957, featured glass and natural stone walls, jauntily expressive roofs and stylized graphics. In the late 1950s and early '60s, Tracht transitioned to the work for which he is now best known, designing residences for luxury modernist developments in Beverly Hills including the Trousdale Estates, Brentwood Estates, and Doheny Park. Tracht's most notable residential projects, including Starview (1959, heavily altered) in the Brentwood Estates and the Grigsby-

Brown Residence (1961) in the Trousdale Estates shared formal qualities with the earlier coffee shop projects, including rock walls and prominent roof overhangs, and a sensuous relationship to California vernacular architecture. Tracht continued to work into the 1960s and '70s, with modernist commercial projects such as the Metropolitan Office building on West 3rd Street (extant) and a showroom for Martin's of London on Melrose Place (extant). His highest profile role was as director of architectural services for the construction of Cedars-Sinai Medical Center from 1968 to 1976. It is unknown when Tracht retired, and he appears to still be living as of October 2021.

## **Evaluation of Historical Significance**

### ***Previous Evaluations and Studies***

The two age-eligible buildings on the Project Site—Dinah's Family Restaurant (6521 S. Sepulveda Boulevard) and the industrial/mixed-use building (6511-6519 S. Sepulveda Blvd./6508-6520 S. Arizona Avenue)—are not designated as historical resources under any local, state, or federal registration program. In addition, they are not listed in the California Built Environment Resource Directory (BERD).

Both buildings were identified as potential historic resources in 2013 during the SurveyLA survey of the Westchester-Playa del Rey Community Plan area. The survey found the Dinah's restaurant building was potentially eligible under local Criterion 1 for its association with Dinah's, an iconic long-time restaurant which has been in continuous operation at this location since 1959. It was also determined eligible for listing in the National Register, California Register, and as a Los Angeles HCM under Criteria C/3/3 as an excellent example of Google architecture. The restaurant's three freestanding signs were also identified as contributing to the significance of the building.

The industrial/mixed-use building (6511-6519 S. Sepulveda Boulevard/6508-6520 S. Arizona Avenue) was recorded through the 2013 SurveyLA survey as a potential contributor to the Arizona Circle Industrial Historic District, the boundaries of which are largely confined to the west of the Project Site. Developed between 1959 and 1973, the district encompasses a single 17-acre tract historically known as the Westchester Industrial Tract. The Westchester Industrial Tract was established by developer Robert G. Harris, whose company owned the land and buildings within the tract and leased them to industrial manufacturers such as Hughes Tool Co., Consolidated Controls Corp., Beta Engineering, and Genistron Corp. The majority of original tenants produced parts and materials for the aviation and aerospace industries, from radio frequency interference equipment to aircraft tools and instruments. According to SurveyLA, the district is significant for the following reasons:

*The Arizona Circle Industrial Historic District is significant as an excellent example of a mid-century industrial tract in Westchester. Located in proximity to the Hughes manufacturing facilities and airport (now Playa Vista), the tract illustrates the rapid growth of the aviation, aerospace, and general manufacturing industries in this part*

*of Los Angeles from the 1950s to the 1970s. It is significant for its strong association with these industries, which played a key role in the economic and physical development of Los Angeles at mid-century.*

The historic district was determined eligible for listing in the National Register, California Register, and as a Los Angeles HPOZ under Criteria A/1/1.

The commercial strip mall (6501-6505 S. Sepulveda Boulevard/6502-6506 S. Arizona Avenue), located at the north end of the Project Site, has not been designated or identified as eligible for listing under any federal, state, or local registration criteria. The building was not identified during the 2013 SurveyLA survey of the Westchester-Playa del Rey Community Plan area, and it is not listed in the BERD.

#### South Central Coastal Information Center Records Search

The South Central Coastal Information Center (SCCIC) conducted a records search in October 2020 for the Project Site and a half-mile radius around the site. The search did not identify any known prehistoric or historic resources on the Project Site. Three prehistoric resources, five historic resources, and one site containing prehistoric and historic resources were identified within a half-mile radius of the Site. Four of the historic resources comprise the Hughes Industrial Historic District, which was determined eligible for listing in the National Register through Section 106 (assigned California Historical Resource Status Code 2S2). The district and its buildings are located at the west edge of the records search radius, more than a quarter of a mile from the Project Site. A fifth historic resource, assigned the Historic Resource Attribute Code AH5 (well/cistern), was identified in a 2019 survey and is located approximately a quarter of a mile northwest of the Project Site. It is unknown whether the well/cistern was assigned a Historical Resource Status Code, as the survey findings were unpublished. Information regarding the three prehistoric resources and one site with prehistoric and historic resources within the search radius cannot be disclosed due to the sensitive nature of the resources. However, none appear to be within a quarter of a mile of the Project Site.

In addition to the records search conducted by the SCCIC, a search of the BERD for historic resources on and within a half-mile radius of the Project Site was conducted. The resources comprising the Hughes Industrial Historic District were the only resources listed in the BERD that are within a half-mile of the site.

#### ***Evaluation of Significance***

##### *Dinah's Family Restaurant (6521 S. Sepulveda Boulevard)*

Dinah's Family Restaurant appears individually eligible for listing in the California Register and as a Los Angeles Historic-Cultural Monument. Due to alterations, the building does not retain sufficient integrity to be eligible for listing in the National Register. The restaurant does not appear to be a contributor to a potential HPOZ.

The Dinah's Family Restaurant building's period of significance under California Register Criterion 3 has been defined as 1957, the date of its construction.

Below is an evaluation of the restaurant building against federal, state, and local eligibility criteria.

*National Register and California Register:*

*National and California Registers Criteria A/1: associated with events that have made a significant contribution to the broad patterns of history.*

Dinah's Family Restaurant is associated with the post-World War II commercial construction boom experienced in Westchester, Los Angeles, and throughout Southern California. Established in the 1940s as a residential community to house wartime workers, Westchester's residential population increased considerably in the years following the war. With the expansion of the area's residential neighborhoods in the 1950s and '60s came the rise of new retail along major thoroughfares such as Centinela Avenue and Sepulveda and Jefferson boulevards, as well as the expansion of the community's original commercial district to the east of Sepulveda Boulevard and south of Manchester Avenue (the Westchester Triangle). Though associated with the postwar commercial growth of Westchester, Dinah's is one of several intact commercial buildings in the area that are extant from this time period; it is not unique in its ability to convey this association.

The building is also associated with Dinah's, a long-time commercial establishment and neighborhood icon in the Westchester community. Known for its quality comfort food and warm atmosphere, Dinah's has served as the meeting place for many local clubs and organizations as well as the backdrop for several Hollywood films and television shows. However, because Dinah's importance stems from its close ties to the immediate surrounding community, the building does not appear to meet significance thresholds for National or California Registers eligibility.

For these reasons, the building is not eligible under Criteria A/1 of the National and California Registers.

*National and California Registers Criteria B/2: associated with the lives of persons significant in our past.*

The restaurant building was originally owned by Howard M. Fox and Harry Quinn. By the mid-1960s, ownership appears to have changed hands to Roy Roberts and Fred Humphreys, who owned other Los Angeles area restaurants such as Viva Mexican in Burbank. By the 1990s, ownership had changed back to Harry Quinn and relatives of Fox, Lorin and Mitchell Flyer. The most known recent owners were Teri and Mario Ernst, who may also be related to the original owners. The Ernsts have owned other restaurant establishments including Ricardo's El Ranchito in La Habra. Research did not indicate that any of the individuals associated with Dinah's was significant to the history of the city,

state, or region in a way that is directly associated with the restaurant. Therefore, the building is not eligible under Criteria B/2 of the National and California Registers.

*National and California Registers Criteria C/3: embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction.*

The restaurant building is a good example of the Googie style applied to a restaurant/coffee shop. It retains the distinctive features of the style, including its low-pitched gable roof with upswept prow, its expressive circular dining room volume with wide cantilevered eaves, extensive glazing, and combined stucco and stone accent cladding. For these reasons, the restaurant is eligible for listing under California Register Criterion 3. However, the restaurant building has endured a series of alterations that have diminished its integrity in such a way that it is no longer eligible for the National Register.

The building was designed by architect Jacob Tracht. Tracht was active in Los Angeles and neighboring cities in the late 1950s through the 1970s, primarily designing Mid-Century Modern style residential properties as well as a few commercial buildings. It is unknown when he retired, though he still appears to be living as of October 2021. Research did not indicate that Jacob Tracht rises to the level of a master architect, and thus the building does not appear to be significant as a work of Tracht.

*National and California Registers Criteria D/4: has yielded or may likely yield information important in prehistory or history.*

An archaeological assessment was not within the scope of the *Historical Resources Assessment*. As such, the restaurant building has not been evaluated for eligibility under Criterion D or 4 of the National or California Registers.

#### *Los Angeles Historic-Cultural Monument:*

For the reasons stated above in its evaluation under National and California Registers eligibility criteria, the Dinah's Family Restaurant building appears eligible as a Los Angeles HCM under local Criterion 3. The building also appears eligible under location Criterion 1 for its contributions to the social history of the Westchester community.

*Local Criterion 1: Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community.*

As stated in its above evaluation under National/California Registers Criteria A/1, the restaurant building is associated with postwar commercial development patterns in Westchester. However, as one of numerous intact commercial properties in Westchester from this period, the building does not singularly convey this association.



Dinah's is locally significant as a long-time restaurant/coffee shop with a strong connection to the community, which has been in continuous operation in this building since 1959. Since its founding at this location, Dinah's has served as the meeting hub for myriad neighborhood groups, including the Westchester Toastmasters Club, the Westchester YW Wives Club, and the Culver City Community Coordinating Council. It has been the site of numerous events and workshops geared towards the local community, such as Medicare seminars, car rally pit stops, and club anniversary parties. More recently, it has served as the backdrop in television shows and movies. Therefore, the restaurant building appears eligible under local Criterion 1.

*Local Criterion 2: Is associated with the lives of historic personages important to national, state, or local history.*

For the reasons stated in its evaluation under National/California Registers Criteria B/2, the restaurant building does not appear eligible for listing under local Criterion 2. Research did not indicate that any of the individuals associated with Dinah's was significant to the history of the city, state, or region in a way that is directly associated with the restaurant building.

*Local Criterion 3: Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.*

As stated in its assessment under California Register Criterion 3, the building appears eligible as a good example of the Googie style as applied to a restaurant/coffee shop. The building retains all of the essential characteristics of the architectural mode.

*Los Angeles HPOZ:*

The surrounding neighborhood comprises primarily commercial properties that range widely with regard to age and architectural style. No single development pattern or style is represented. Therefore, the Dinah's Family Restaurant is not a contributor to a potential HPOZ.

In summary, upon documentary research, site analysis, the development of historical background, and evaluations against federal, state, and local eligibility criteria, the *Historical Resources Assessment* found that the Dinah's Family Restaurant building is individually eligible for listing in the California Register and as a Los Angeles HCM. However, it is not individually eligible for listing in the National Register or as a contributor to a potential HPOZ.

Industrial/Mixed-Use Building (6511-6519 S. Sepulveda Boulevard/6508-6520 S. Arizona Avenue)

The industrial/mixed-use building (6511-6519 S. Sepulveda Boulevard/6508-6520 S. Arizona Avenue) is not individually eligible for listing in the National Register, California Register, or as a Los Angeles HCM. Additionally, it does not appear eligible as a contributor to a potential historic district/HPOZ, including the SurveyLA-identified Arizona Circle Industrial Historic District.

Below is an assessment of the building against federal, state, and local registration criteria.

*National Register and California Register:*

*National and California Registers Criteria A/1: associated with events that have made a significant contribution to the broad patterns of history.*

Constructed in 1967, the industrial/mixed-use building on the Project Site is generally associated with post-World War II development patterns in the Westchester community. As with much of Southern California, Westchester experienced a tremendous population boom and expansion in building construction after World War II, including the growth of industrial manufacturing districts, particularly those related to the aviation industry. During the 1950s and '60s, wartime industrial developments, such as those around LAX and previously established industrial districts like Hughes Aircraft plant (within a half-mile of the Project Site), continued to expand, and new industrial districts, such as the Westchester Industrial Tract (identified as the Arizona Circle Industrial Historic District in SurveyLA, west of the Project Site) were developed. While constructed for light industrial use, the building at 6511-6519 S. Sepulveda Boulevard/6508-6520 S. Arizona Avenue has primarily been used for commercial purposes, holding myriad retail tenants (sportswear store, lampshade store, mattress showrooms, silver ingot store) since its completion, as well as restaurant-related tenants (catering kitchen, restaurant) and institutional occupants (church meeting spaces) more recently. The building's only apparent industrial use was as storage for a few different manufacturing companies, none of which appears to have been associated with the aviation or aerospace industries.

Thus, while generally associated with the postwar development boom in Westchester, the building is one of numerous commercial/industrial/institutional properties constructed in the area during this time period. Moreover, because the building has been utilized for commercial, and to a lesser extent, industrial purposes over the years, it does not have strong associations with any particular postwar development pattern. For these reasons, the building is not eligible under Criteria A/1 of the National and California Registers.

*National California Registers Criteria B/2: associated with the lives of persons significant in our past.*

Though an original (1967) construction permit was not found for the building, a 1970 permit indicates an early owner of the building was Harry J. Quinn, who also owned the adjacent Dinah's Family Restaurant. More recently, the building was owned by Lorin Flyer, a relative of Howard Fox, who was the original co-owner of Dinah's with Harry Quinn. The building has been occupied by many tenants over the years, including a sportswear store, the offices and warehouse of a craft paint manufacturer, a lampshade boutique, a silver ingot store, and mattress showrooms. Research did not indicate that any of the individuals associated with the building were significant to the history of the city, state, or region in a way that is directly associated with the building. Therefore, the building is not eligible under Criteria B/2 of the National and California Registers.

*National and California Registers Criteria C/3: embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction.*

The industrial/mixed-use building was designed in a utilitarian, vernacular aesthetic. One story in height and made of common building materials, such as brick and concrete with aluminum fenestration, the unadorned building does not embody the distinctive characteristics of a type, period, or method of construction, nor does it possess high artistic values. The original builder and architect are unknown. However, given its modest appearance, it does not appear to represent the work of a master. For these reasons, the building is not eligible under Criteria C/3 of the National and California Registers.

*National and California Registers Criteria D/4: has yielded or may likely yield information important in prehistory or history.*

An archeological assessment was not within the scope of the *Historical Resources Assessment*. As such, the building has not been evaluated for eligibility under Criterion D or 4 of the National or California Registers.

#### *Los Angeles Historic-Cultural Monument:*

For the reasons stated above in its evaluation under National and California Registers eligibility criteria, the industrial/mixed-use building at 6511-6519 S. Sepulveda Boulevard/6508-6520 S. Arizona Avenue is not eligible for listing under any Los Angeles HCM criteria.

*Local Criterion 1: Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community.*

As stated in its above evaluation under National and California Registers Criteria A/1, the industrial/mixed-use building is generally associated with postwar development patterns in Westchester. However, as one of numerous intact properties in the community from this period, the building does not singularly convey this association. Furthermore, while constructed for industrial use, the building has primarily been used for commercial as well as warehouse/storage and institutional purposes and thus, does not bear strong associations with any particular development pattern in Westchester. Thus, the building is not eligible for listing under local Criterion 1.

*Local Criterion 2: Is associated with the lives of historic personages important to national, state, or local history.*

For the reasons stated in its evaluation under National and California Registers Criteria B/2, the industrial/mixed-use building is not eligible for listing under local Criterion 2. Research did not indicate that any of the owners or tenants associated with the building were significant to the history of the city, state, or region in a way that is directly associated with the building.

*Local Criterion 3: Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.*

As stated in its assessment under National and California Registers Criteria C/3, 6511-6519 S. Sepulveda Boulevard/6508-6520 S. Arizona Avenue is a modest, utilitarian building that does not embody the distinctive characteristics of a style, type, period or method of construction. While the original architect/builder is unknown, given its modest design, it does not appear to represent the work of a master. Thus, the building is not eligible for listing under local Criterion 3.

#### *Historic District/Los Angeles HPOZ:*

The industrial/mixed-use building at 6511-6519 S. Sepulveda Boulevard/6508-6520 S. Arizona Avenue was identified through SurveyLA as a contributor to the potential Arizona Circle Industrial Historic District (locally referred to as an HPOZ). Developed between 1959 and 1973, the district encompasses a single 17-acre tract historically known as the Westchester Industrial Tract. Established by developer Robert G. Harris, the majority of original tenants of the tract produced parts and materials for the aviation and aerospace industries

Although the building is directly adjacent to the Westchester Industrial Tract, it does not have any historic associations with the subdivision or the stated reasons for the tract's

significance. The building bears some visual cohesion to the other buildings in the district, including its one-story height, brick cladding, and utilitarian appearance. However, unlike the other contributing buildings within the district, the building at 6511-6519 S. Sepulveda Boulevard/6508-6520 S. Arizona Avenue is located outside of the Westchester Industrial Tract, on the opposite side of Arizona Avenue, and surrounded by commercial properties. It was never advertised as being associated with the industrial subdivision, and may have been originally owned by Harry J. Quinn, who also owned Dinah's Family Restaurant. Thus, it is unlikely the building was originally owned or developed by Robert G. Harris, who owned and constructed the other buildings within the district. Furthermore, the building does not appear to have any historic associations with the aircraft or aerospace industry, and it appears to always have been used for commercial and office/storage functions, rather than manufacturing. It does not appear that any of the tenants were long-term occupants of the building, nor do they appear to have made significant contributions to the commercial and industrial development of Westchester. Current occupants include a restaurant, church, and martial arts center.

For the above stated reasons, 6511-6519 S. Sepulveda Boulevard/6508-6520 S. Arizona Avenue does not appear eligible as a contributor to the potential Arizona Circle Industrial Historic District. It was never historically associated with the Westchester Industrial Tract; it is a geographical outlier to the potential historic district, located across the street from the rest of the tract. Unlike buildings within the historic district, original tenants of 6511-6519 S. Sepulveda Boulevard/6508-6520 S. Arizona Avenue did not include manufacturers tied to the aircraft or aerospace industry. It was likely included in the SurveyLA-identified historic district because of its adjacency and similar appearance to the buildings within the Westchester Industrial Tract. However, extensive supplemental research conducted as part of this analysis provides evidence that it does not bear any historic association with the tract.

In summary, because the industrial/mixed-use building (6511-6519 S. Sepulveda Boulevard/6508-6520 S. Arizona Avenue) is not eligible for federal, state, or local listing, either individually or as a contributor to a historic district/HPOZ, the building does not meet the definition of a historical resource under CEQA.

### ***Evaluation of Integrity***

#### ***Dinah's Family Restaurant (6521 S. Sepulveda Boulevard)***

In order for a property to be eligible for listing in the National and California Registers, it must retain sufficient integrity to convey its historic significance. As previously discussed in its evaluation of significance, the Dinah's Family Restaurant building does not retain sufficient integrity to be eligible for listing in the National Register under any criteria. Per the discussion above, integrity thresholds associated with the California Register are generally less rigid than those associated with the National Register, and it is possible that a resource may lack the integrity necessary for the National Register but still be eligible for listing in the California Register. Similarly, the City of Los Angeles Cultural

Heritage Ordinance does not include language regarding integrity, but in practice, the City considers integrity in determining whether a historic resource qualifies as an HCM and has shown greater flexibility when evaluating integrity for local designation as an HCM than is the case for determining state or federal eligibility. Set forth below is an evaluation of the Dinah's Family Restaurant building under the seven aspects of integrity established as part of the National Register process.

***Location*** is the place where the historic property was constructed or the place where the historic event occurred.

The restaurant building remains on its original site and therefore retains integrity of location.

***Design*** is the combination of elements that create the form, plan, space, structure, and style of a property.

The building has undergone some alterations to its original design, such as the remodeling of the primary entrance to include a floor-to-ceiling mirrored glass entrance volume, the construction of a small rear addition to accommodate a walk-in refrigerator, and replacement of most interior features and finishes. However, many of the building's exterior character-defining features, including its horizontal emphasis; low-pitched gable roof with slightly upswept prow at the east end; northeast circular volume with a flat roof and wide eaves; extensive fixed glazing; combined stucco and stone accent cladding; and pole/pylon signs featuring plastic backlit boxes/lettering are still intact. Additionally, the overall floor plan of the interior, with a central open dining room bounded by a circular dining area to the northeast and an exhibition kitchen to the west, are still present. Because its overall form, massing, and style are intact, the building retains its integrity of design.

***Setting*** is the physical environment of an historic property, constituting topographic features, vegetation, manmade features, and relationships between buildings or open space.

The building's setting has changed since its original construction. A low-scale, 1950s-70s industrial complex and single-family residential suburbs still surround the property to the south and west. However, the land to the east of Sepulveda Boulevard, opposite the restaurant building, was left open and undeveloped until the 1980s and 1990s when a large high-rise mixed-use development known as the Howard Hughes Center was constructed. Additionally, the area immediately to the north of the property was altered with the construction of a one-story commercial strip mall in 1983. Immediately south of the restaurant, a four-story hotel building replaced a smaller commercial building in the 1990s/early 2000s. Due to the significant development immediately adjacent to and surrounding the property, the building no longer retains integrity of setting.

**Materials** are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form an historic property.

The building has lost original exterior materials such as all its windows and doors and some signage. And, most interior features (light fixtures, counters, tables) and finishes (wall cladding, booth upholstery, restroom finishes) have either been replaced or covered over. Although the building retains some of its original materials (stucco and stone cladding, terrazzo flooring), its integrity of materials has been somewhat diminished due to the alterations listed above.

**Workmanship** is the physical evidence of the crafts of a particular culture, people, or artisan during any given period in history or pre-history.

Alterations to the building, including the remodeling of the main entrance and the removal of interior features/finishes, have somewhat compromised the physical evidence of its original craftsmanship. However, because the overall design of the building is intact and the property retains some of its original materials (including stucco and stone accent cladding and terrazzo flooring), the building retains its overall integrity of workmanship from its historical period.

**Feeling** is a property's expression of the aesthetic or historical sense of a particular period of time.

The building's location along a major thoroughfare and design are still intact, and it still retains some of its historic materials and the majority of its features that help to convey its original workmanship. It continues to express the feeling of a 1950s auto-oriented commercial building, and is readily recognizable as a postwar Google style coffee shop. Thus, it retains this aspect of integrity.

**Association** is the direct link between an important historic event or person and a historic property.

The building has long been a prominent fixture of the neighborhood, and its Google design, workmanship, and feeling as a postwar auto-oriented coffee shop are still intact. Furthermore, as the building has been in continuous operation as Dinah's since 1959, it retains its association with the long-time coffee shop.

For these reasons, and based on the greater flexibility for assessing the integrity of a historic resource for local and state designation, as compared to potential listing on the National Register, the building appears to retain sufficient integrity to qualify for potential listing in the California Register and as a Los Angeles HCM.

## Industrial/Mixed-Use Building (6511-6519 S. Sepulveda Boulevard/6508-6520 S. Arizona Avenue)

For a property to be eligible for listing in the National and California Registers, or as a Los Angeles HCM, it must first meet one or more eligibility criteria and also retain sufficient integrity to convey its historic significance. As stated in *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, “only after significance is fully established can you proceed to the issue of integrity.” In accordance with best professional practices, it is customary to apply this same methodology when evaluating resources under state and local eligibility criteria. Because the industrial/mixed-use building (6511-6519 S. Sepulveda Boulevard/6508-6520 S. Arizona Avenue) is not eligible under any federal, state, or local registration criteria, the building’s integrity has not been evaluated.

### ***Character-Defining Features***

The following is a list of character-defining features for Dinah’s Family Restaurant:

#### Site

- Prominent street frontage along Sepulveda Boulevard, near the intersection with Centinela Avenue
- Pylon sign (added in 1971) with backlit rectangular sign box topped with a lantern and metal scrolls, near the northeast corner of the building along Sepulveda Boulevard
- Bucket pole sign near the northwest end of the building (added in 1959; bucket replaced in 2013)
- Pole sign with individual dynamic backlit letters spelling out “Dinah’s” at the corner of Arizona and Centinela avenues (moved to this location in 1983; original construction date unknown)

#### Exterior

- Low, horizontal (one-story) profile
- Rectangular plan
- Low-pitched and flat roofs with slightly upswept prow at the gable end (east half of building)
- Circular volume with a flat roof and wide, cantilevered eaves at the northeast corner of the building



- Stucco cladding with stone accent cladding
- Extensive use of fixed glazing with aluminum frames at the north and east façades
- Projecting stone-clad wingwalls that divide the east façade into bays

### Interior

- Large central open dining area
- Circular dining room open to the main dining area at the northeast end
- Exhibition kitchen along the west side of the main dining area
- Dropped trapezoidal-shaped volumes terminating in circular disks at the ceiling
- Stone accent walls to the east of the entrance (behind the cashier's station) and separating booths along the east side of the main dining area
- Terrazzo flooring, visible in areas where not covered in vinyl tile or carpet

Because the industrial/mixed-use building is not eligible for federal, state, or local designation, no character-defining features were identified as part of this analysis.

## **Impacts Analysis**

### ***Summary of Historical Resource Findings***

The Project Site comprises three legal parcels (APNs: 4110-001-007, 4110-001-006, 4110-001-024) developed with three primary buildings.

- Dinah's Family Restaurant building (6521 S. Sepulveda Boulevard)
- Industrial/mixed-use building (6511-6519 S. Sepulveda Boulevard/6508-6520 S. Arizona Avenue)
- Commercial strip mall (6501-6505 S. Sepulveda Boulevard/6502-6506 S. Arizona Avenue)

The site also contains paved surface parking lots, four freestanding pole/pylon signs, a billboard, and a small locksmith shop.

Upon documentary research, site analysis, the development of historical background, and an evaluation against federal, state, and local eligibility criteria, one building on the Project Site that meets the definition of a historical resource for the purposes of CEQA (Dinah's Family Restaurant [6521 S. Sepulveda Boulevard]) appears eligible for listing in the

California Register and as a local HCM. There is one adjacent potential historical resource, the Arizona Circle Industrial Historic District, located to the west of the Project Site.

### ***Significance Threshold***

According to California CEQA Guidelines, a project has the potential to impact a historical resource when the project involves a “substantial adverse change” in the resource’s significance. Substantial adverse change is defined as “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.”

The significance of an historical resource is materially impaired when a project would do the following:

- a) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, the California Register of Historical Resources; or
- b) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project by a preponderance of evidence that the resource is not historically or culturally significant; or
- c) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for the purposes of CEQA.

### ***Project Description***

The Project includes the demolition and clearing of a one-story, multi-tenant industrial/mixed-use building (6511-6519 S. Sepulveda Boulevard/6508-6520 S. Arizona Avenue), a one-story, multi-tenant commercial strip mall (6501-6505 S. Sepulveda Boulevard/6502-6506 S. Arizona Avenue), and all associated surface parking lots, and the construction of a new mixed-use development.

The Project would retain the majority of the Dinah’s Family Restaurant building, including nearly all of its character-defining features and materials described previously. The building would continue to house a restaurant program, and previous alterations, including non-historic blue awnings on the east façade, would be removed. New

mechanical, electrical, and plumbing (MEP) systems would be installed in order to minimize the need for obtrusive rooftop equipment.

A small portion at the rear of the restaurant building (comprising the take-out department, which was added in 1959 and is not character-defining) would be removed to make way for the integration of the mixed-use development. New structural columns would also be installed in the west half of the building, which consists of back-of-house space, to support the section of the new mixed-use building that cantilevers over the back portion of the restaurant.

The restaurant's pylon sign nearest the building, at the northeast corner along Sepulveda Boulevard (added 1971), would be retained in place. Due to their locations on the Project Site, the other two Dinah's signs cannot be retained in their current locations. The bucket sign near the northwest end of the restaurant building would be relocated and incorporated into the Project in a different location on site. The pole sign at the corner of Arizona Avenue and Centinela Avenue would be removed and either stored or donated to a local sign museum. One other freestanding sign, a billboard, and a locksmith shop, none of which are associated with the restaurant or have any historical significance, would be demolished.

The Project includes the construction of an eight-story, 362-unit multi-family residential building with approximately 3,700 square-feet of ground-floor restaurant space fronting Sepulveda Boulevard (in addition to the existing Dinah's restaurant). Forty-one of the multi-family residential dwelling units are proposed to be restricted to Very Low Income households. The proposed building would be approximately 365,623 square-feet in size with a floor area ratio (FAR) of 3.85:1 (including the Dinah's Family Restaurant building). The primary building entrance would be located along Sepulveda Boulevard, and ground-floor retail tenant spaces would have individual entrances from both the sidewalk and the interior parking garage. Residential amenities include a dog care center on the ground floor, an open-air landscaped courtyard with swimming pool at the fourth floor, a fitness center at the fourth floor, recreation rooms at both the fourth and eight floors, and a roof deck.

The Project would provide 520 automobile parking spaces (including 7 replacement parking spaces for the restaurant building) in one subterranean level, one at-grade level, and two above-grade levels, in addition to 214 short and long term bicycle parking spaces. Vehicular ingress and egress to the garage would be provided by two existing two-way driveway cuts, one on Sepulveda Boulevard and one on Arizona Avenue. The existing northern driveway cut on Arizona Avenue is proposed to be closed.

## ***Analysis of Project Impacts***

### ***Historical Resources on the Project Site***

As noted above, a project has the potential to impact a historical resource if the project would result in a “substantial adverse change” to the significance of a historical resource. In general, substantial adverse change is defined as demolition or material alteration in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, the California Register.

As discussed above, the Dinah’s Family Restaurant building was found to be eligible for the California Register and as a Los Angeles HCM and thus meets the definition of a historical resource for the purposes of CEQA. No other buildings or improvements on the Project Site are historical resources under CEQA.

The Project would not demolish the Dinah’s Family Restaurant building. Although the Project would result in some alterations to the historic building and site, the building would continue to retain all but one of its character-defining features, as follows:

- Prominent street frontage along Sepulveda Boulevard, near the intersection with Centinela Avenue
- Pylon sign with backlit rectangular sign box topped with a lantern and metal scrolls, near the northeast corner of the building along Sepulveda Boulevard
- Bucket pole sign near the northwest end of the building (although it would be relocated to another location on the site)
- Low, horizontal (one-story) profile
- Rectangular plan
- Low-pitched and flat roofs with slightly upswept prow at the (east) gable end
- Circular volume with a flat roof and wide, cantilevered eaves at the northeast corner of the building
- Stucco cladding with stone accent cladding
- Extensive use of fixed glazing with aluminum frames at the north and east façades
- Projecting stone-clad fins/wingwalls that divide the east façade into bays
- Large central open dining area

- Circular dining room open to the main dining area at the northeast end
- Exhibition kitchen along the west side of the main dining area
- Dropped trapezoidal-shaped volumes terminating in circular disks at the ceiling
- Stone accent walls to the east of the entrance (behind the cashier's station) and separating booths along the east side of the main dining area
- Terrazzo flooring, visible in areas where not covered in vinyl tile or carpet

The following one character-defining feature of the building would not be retained as part of the Project:

- Pole sign with individual dynamic backlit letters spelling out “Dinah’s” at the corner of Arizona Avenue and Centinela Avenue

This pole sign would be removed and either stored in a secure location or donated to a local sign museum.

The Project would retain the historical resource’s prominent street frontage along Sepulveda Boulevard. Even though the new mixed-use development would be located directly next to the historical building, the siting of the development and recess of its driveway would ensure that the Dinah’s building and its Sepulveda-fronting pylon sign would continue to have good visibility to pedestrian and auto traffic.

The Project would retain the majority of the building. While a small portion at the rear of the building would be demolished, its exterior character-defining features, outlined above, would be preserved. The building would continue to house a restaurant program under the Project. Although the west interior space would be altered with the installation of columns to support the cantilevered section of the new construction, no distinctive characteristics exist in this portion of the building. The Project would retain all of the building’s interior character-defining features, listed above.

Although two of the site’s character-defining signs would be affected by the Project (i.e., one would be relocated and one would be removed), these signs are not essential to the building’s ability to convey its significance. The sign that is most prominently associated with the Dinah’s building itself, located directly in front of the building and facing Sepulveda Boulevard, would remain in place. This would maintain the Googie-era characteristic of a prominent sign integrated into or located directly adjacent to the building it is promoting. Although the bucket sign would be moved from its current location to another location within the development Project, the sign would remain onsite and would continue to convey its association with the Dinah’s restaurant. The “Dinah’s Fried Chicken” sign located at the corner of Sepulveda Boulevard and Centinela Avenue is not located near or even within view of the Dinah’s restaurant building, and it was placed in

this location in 1983. Its removal would not have an impact on the historical resource's ability to convey its significance, which is predominantly conveyed by the features of the building itself and its immediate site. (The treatment of the two signs to either be relocated or removed is outlined as Project Design Features [PDFs], described at the end of the analysis of the Project's impacts on historic resources.)

Because the Project preserves all the physical characteristics of the restaurant that convey its historical significance and eligibility for listing in the California Register and as a Los Angeles HCM, the Project would not result in a substantial adverse change in the historical significance of the resource.

Below is an evaluation of the integrity of Dinah's Family Restaurant based on the planned condition of the building upon Project completion. The building currently retains sufficient integrity to convey its significance and eligibility for California Register and local listing. The purpose of this evaluation is to examine whether, upon completion of the Project, the building would continue to retain sufficient integrity to be eligible for listing in the California Register and as a Los Angeles HCM, such that its significance would not be materially impaired. The building's current integrity and anticipated integrity following Project completion are provided below for a side-by-side for comparison.

<b><i>Location</i></b> is the place where the historic property was constructed or the place where the historic event occurred.	
<b>Current</b>	<b>Anticipated</b>
The building retains integrity of location.	The restaurant building would remain on its original site on the west side of Sepulveda Boulevard, near the intersection with Centinela Avenue, and therefore it would retain integrity of location under the Project.
<b><i>Design</i></b> is the combination of elements that create the form, plan, space, structure, and style of a property.	
<b>Current</b>	<b>Anticipated</b>
Although the building has undergone some alterations to its original design (remodeling of the primary entrance, construction of small side and rear additions, and replacement of most interior features/finishes), many of the building's exterior character-defining features, in addition to its overall form, massing, and style, are still intact. Thus, the building retains integrity of design.	The Project would result in some changes to the restaurant building's design. A portion at the rear of the restaurant, comprising the take-out department, would be demolished under the Project, and the upper stories of the new mixed-use building would cantilever above the remaining west half of the restaurant. New structural columns would also be installed in the west half of the building (back-of-house space), which would result in modifications to the interior of

	<p>the space and removal of interior features/finishes.</p> <p>However, the take-out space was added in 1959 and is not a character-defining feature of the building's design. Similarly, the west half of the building that would remain, but that would be partially obscured from street view and altered by the cantilevered portion of the new construction, contains utilitarian spaces that do not hold any distinctive characteristics of the restaurant.</p> <p>Two of the three freestanding signs that currently exist on the site would be removed and either relocated on-site or off-site. The sign most visually associated with the design of Dinah's (located directly adjacent to and in front of the building) would remain in place. The other two signs are less visually prominent due to their locations on site. Their removal would not have an impact on the building's form, plan, space, structure, or style.</p> <p>For these reasons, the restaurant will retain its integrity of design following Project completion.</p>
<p><b>Setting</b> is the physical environment of an historic property, constituting topographic features, vegetation, manmade features, and relationships between buildings or open space.</p>	
<p><b>Current</b></p>	<p><b>Anticipated</b></p>
<p>Due to changes in setting immediately surrounding the property, including the addition of buildings of significant height across the street in the 1980s/90s, the restaurant building no longer retains integrity of setting.</p>	<p>The Project would result in additional changes to the building's current setting. The Project includes construction of an eight-story, mixed-use building immediately adjacent to and cantilevering over the restaurant. However, the new construction would be set back from Sepulveda Boulevard by approximately 15 feet, so that historical views of the restaurant's</p>

	<p>primary (east) façade would still be visible from the north and the south along Sepulveda, and its historic relationship with the boulevard would be retained. Furthermore, the restaurant is currently surrounded by much larger contemporary buildings along the east side of Sepulveda, as well as smaller non-historic development to the north and south. For these reasons, the construction of the new mixed-use building on the Site would not further materially diminish the building's integrity of setting.</p>
<p><b>Materials</b> are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form an historic property.</p>	
<b>Current</b>	<b>Anticipated</b>
<p>The building has lost original exterior materials such as all of its windows and doors and some signage. And, most interior features and finishes have either been replaced or covered over. Although the building retains some of its original materials (stucco and stone cladding, terrazzo flooring), its integrity of materials has been somewhat diminished due to the alterations listed above.</p>	<p>The Project would result in some modifications to the building's materials through the removal of the take-out space on the west end and the construction of structural columns inside the west-end back-of-house space to support the cantilevered portion of the new building. However, as previously stated in its assessment of design integrity, none of the materials that would be removed under the Project are distinctive or character-defining of the building. Therefore, although some materials would be lost, the restaurant's distinctive materials would be retained, and the Project would not further materially diminish the building's integrity of materials.</p>
<p><b>Workmanship</b> is the physical evidence of the crafts of a particular culture, people, or artisan during any given period in history or pre-history.</p>	
<b>Current</b>	<b>Anticipated</b>
<p>Alterations to the building, including the remodeling of the main entrance and the removal of interior features/finishes, have somewhat compromised the physical evidence of its original craftsmanship. However,</p>	<p>The building's extant character-defining features and materials that represent the physical evidence of its original craftsmanship (stucco and stone cladding, terrazzo flooring) would be retained under the Project.</p>



because the overall design of the building is intact and the property retains some of its original materials (including stucco and stone accent cladding and terrazzo flooring), the building retains its overall integrity of workmanship.	Therefore, the building would retain its integrity of workmanship under the Project.
<b><i>Feeling is a property's expression of the aesthetic or historical sense of a particular period of time.</i></b>	
<b>Current</b>	<b>Anticipated</b>
The building's location along a major thoroughfare and design are still intact, and it still retains some of its historic materials and the majority of its features that help to convey its original workmanship. It continues to evoke the feeling of a 1950s auto-oriented commercial building, and is readily recognizable as a postwar Googie style coffee shop. Thus, its integrity of feeling is intact.	The Project would not further materially compromise the building's current integrity of setting, and its location, design, workmanship, and nearly all extant character-defining features and materials would be retained. Therefore, the restaurant would continue to evoke the aesthetic and historic sense of its period that it does currently, and its integrity of feeling would be retained under the Project.
<b><i>Association is the direct link between an important historic event or person and a historic property.</i></b>	
<b>Current</b>	<b>Anticipated</b>
The building has long been a prominent fixture of the neighborhood, and its Googie design, workmanship, and feeling are still intact. Furthermore, as the building has been in continuous operation as Dinah's since 1959, it retains its association with the long-time coffee shop.	Because the building would continue to be available for use as a restaurant, and because nearly all of the building's character-defining features would be preserved, the building's integrity of association would be retained under the Project.

Based on a review of all Project plans and other documents, the Project would not significantly impact the restaurant building's integrity of location, design, workmanship, feeling, and association, and it would not further materially compromise the building's integrity of setting and materials, which have previously been diminished due to prior alterations. Thus, development of the Project would not materially impair Dinah's Family Restaurant, because it would retain sufficient integrity to convey its historic significance and would remain eligible for listing in the California Register and designation as a Los Angeles HCM. Therefore, Project impacts related to on-site historical resources would be less than significant.

### Summary of Continued Eligibility

The Dinah's Family Restaurant building currently retains sufficient integrity to be eligible for listing in the California Register and as a Los Angeles HCM under Criteria 3/3 for embodying the distinctive characteristics of the Googie style. It is also eligible for designation as a Los Angeles HCM under Criterion 1 for its contributions to the social history of the Westchester community.

This analysis considered the Project's potential impact on historical resources, which will involve: (1) the demolition of two non-historic buildings, non-historic signs, non-historic locksmith shop, and parking lots on the Site; (2) the retention of Dinah's Family Restaurant for continued use as a restaurant; and (3) the construction of a new eight-story mixed-use building and parking structure. The restaurant building has been determined eligible under California Register/Los Angeles HCM Criteria 3/3 for its physical qualities related to its architectural design as well as under Los Angeles HCM Criterion 1 for its contributions to the social history of Westchester. An objective of the Project is to retain the majority of the restaurant building in a manner that would not materially impair the significance of the historical resource.

The Project satisfies this objective because the building would continue to be eligible for listing in the California Register and designation as a Los Angeles HCM. Although some original materials and features would be lost to accommodate the new development, its overall design and nearly all of its extant character-defining features described previously would be retained.

### *Historical Resources Adjacent to the Project Site*

The Project would not have an impact on any historical resources adjacent the Project Site. For purposes of this analysis, "adjacent" is defined as located on any neighboring parcels either next to or across the street from the Project Site.

As discussed previously, a records search of the BERD and through the SCCIC that included a review of all previously recorded cultural resources within a half-mile radius of the Project Site, was conducted. While nine resources were identified within a half-mile of the Project Site, no resources recorded in the BERD are located within a quarter-mile of the site and none in its immediate vicinity.

Also as discussed previously, the Project Site is located adjacent to (west of) the SurveyLA-identified Arizona Circle Industrial Historic District. Sited across Arizona Avenue from the Site and extending to the west, the potential historic district is well contained within its original tract boundaries. The majority of buildings within the district front on Arizona Circle and Arizona Place and do not have any significant viewsheds to or from the east that would be blocked by the Project.

Although the SurveyLA findings extended the boundary into the Project Site to include the multi-tenant industrial/mixed-use building (6511-6519 S. Sepulveda Boulevard/6508-6520 S. Arizona Avenue), supplemental research conducted as part of this analysis confirmed that this building does not bear any direct association with the Westchester Industrial Tract that comprises the historic district. Furthermore, located on the opposite site of Arizona Avenue from the rest of the district's contributors, it is a visual outlier to the historic district.

Although the Project would be larger in scale and different in visual character than the SurveyLA-identified Arizona Circle Industrial Historic District, due to its location across Arizona Avenue and separate from the potential historic district, it will remain visually separate and distinct from the potential historic district, which is oriented away from the Project Site. The potential historic district would continue to convey all of its physical characteristics and overall district setting upon completion of the Project. For these reasons, the Project would not cause an indirect impact on the adjacent potential Arizona Circle Industrial Historic District.

### **Project Design Features**

#### **PDF-1. Oversight of Rehabilitation of Dinah's Building**

The rehabilitation of Dinah's Family Restaurant, and the treatment of all of its materials, features, and immediate site, shall be overseen by a Historic Architect meeting the Secretary of the Interior's Professional Qualification Standards in Architecture and/or Historic Architecture.

#### **PDF-2. Treatment of Dinah's Restaurant Signs**

##### **a. Bucket Sign**

The Dinah's Restaurant bucket sign, located at the rear of the Dinah's building, shall be removed from its current location and relocated within the Project Site. The bucket portion of the sign shall either be preserved and integrated somewhere in the Project's open space areas as an art piece, or the bucket sign or a portion thereof shall be relocated in front of the Dinah's building at the southeast corner of the Project Site.

##### **b. Pylon Sign at the Corner of Sepulveda Boulevard and Centinela Avenue**

The Dinah's Fried Chicken sign, located at the corner of Sepulveda Boulevard and Centinela Avenue, shall be removed from its current location and either stored at an appropriate and secure location or donated to a local sign museum.

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

**Less Than Significant With Mitigation Incorporated.** The Project Site is located within an urbanized area of the City and has been subject to grading and development in the past. The SCCIC conducted a records search for the Project Site and a half-mile radius around the Site. The records search was completed in October 2020. The search did not identify any known prehistoric or historic resources on the Project Site. Three prehistoric resources, five historic resources, and one site containing prehistoric and historic resources were identified within a half-mile radius of the Project Site. Given that resources are known to existing in the Project Site area, it is possible that unknown archaeological resources could exist at the Project Site, and the potential exists for the inadvertent discovery of archaeological materials during ground-disturbing activities associated with the construction phase. However, implementation of Mitigation Measure CULT-1 (listed below) would ensure that potential impacts related to unknown archaeological resources would be less than significant.

**c) Would the project disturb any human remains, including those interred outside of formal cemeteries?**

**Less Than Significant Impact.** The Project Site is located within an urbanized area of the City and has been subject to grading and development in the past. No known human remains exist at the Project Site. In the event that unknown human remains were encountered at the site, the Applicant would be required to comply with the State's Health and Safety Code Section 7050.5, which provides that in the event of discovery or recognition of any human remains at the Project Sites, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Los Angeles County Coroner has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the PRC. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC). Through compliance with existing regulatory standards, Project impacts to human remains would be less than significant.

## **Mitigation Measures**

### **CULT-1: Inadvertent Discovery of Archaeological Resources**

- If any archaeological materials are encountered during the course of Project development, all further development activity in the vicinity of the materials shall halt and:
  - The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact;
  - The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource; and
  - The Project Applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study, or report.
- Project development activities may resume once copies of the archaeological survey, study or report are submitted to:

SCCIC Department of Anthropology  
McCarthy Hall 477  
CSU Fullerton  
800 North State College Boulevard  
Fullerton, CA 92834

- Prior to the issuance of any building permit, the Project Applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the Project Applicant to this condition shall be recorded prior to the issuance of a grading permit.

## **Cumulative Impacts**

As discussed above, the Project would not result in impacts to any significant historical resource. Thus, the Project would not have the potential to contribute toward any significant cumulative impacts related to historical resources. Impacts related to archaeological resources and human remains are site-specific and are assessed on a site-by-site basis. All development that involves ground-disturbing activities is required to implement standard City conditions of approval related to the discovery of

archaeological resources, as well as existing state and City regulations related to discovery of human remains. For these reasons, cumulative impacts related to cultural resources would be less than significant.

## VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Would the project result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

**Less Than Significant Impact.** This analysis addresses the six criteria outlined in Appendix D of the CEQA Guidelines.

**Criterion 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 Demand**

Project construction activities would consume relatively minor quantities of electricity to provide temporary power for lighting electronic equipment inside temporary construction trailers and within the proposed structure. This electricity would be supplied to the Project Site by the Los Angeles Department of Water and Power (LADWP) and would be obtained from the existing electrical lines that connect to the Project Site overhead and underground along Sepulveda Boulevard.

Electricity consumed during Project construction would be temporary and would cease upon the completion of construction, as well as vary, depending on site-specific operations and the amount of construction occurring at any given time. Overall, construction activities associated with the Project would require limited electricity supply that would not have an adverse impact on available electricity supplies. Therefore, electricity impacts during construction would be less than significant.

### **Transportation Energy Demand**

As shown on Table VI-1, below, Project construction would consume approximately 146,346 gallons of gasoline and 686,479 gallons of diesel. Project construction is expected to be completed in 2026.

**Table VI-1  
Summary of Fuel Use During Project Construction<sup>1</sup>**

<b>Fuel Type</b>	<b>Quantity</b>
<b>Gasoline</b>	
On-Road Construction Equipment	146,346 gallons
Off-Road Construction Equipment	0 gallons <sup>2</sup>
<b>Total Gasoline</b>	<b>146,346 gallons</b>
<b>Diesel</b>	
On-Road Construction Equipment	647,089 gallons
Off-Road Construction Equipment	39,390 gallons
<b>Total Diesel</b>	<b>686,479 gallons</b>
<b>Total Petroleum-Based Fuel</b>	<b>832,825 gallons</b>
<i>kWh = kilowatt-hours</i>	
<sup>1</sup> Detailed calculations are included in Appendix D.	
<sup>2</sup> Off-road construction equipment uses diesel fuel.	

Demolition activities are projected to take approximately three months. Heavy-duty construction equipment needed to complete these activities would include diesel-fueled haul trucks, concrete/industrial saw, generator sets, and a rubber tired dozer. The use of haul trucks with double trailers could be used to increase the overall average capacity per trip, which would minimize the total number of trips and fuel required to transport the debris.

Heavy-duty construction equipment needed during construction of the Project would include a cranes, aerial lift, cement and mortar mixer, concrete/industrial saw, generator sets, other material handling equipment, pump, forklift, tractor/loader/backhoe, and welders the majority of which would be diesel fueled. Construction equipment fuels would be provided by local or regional suppliers and vendors.

Transportation fuels, primarily gasoline and diesel, would be provided by local or regional suppliers and vendors. Project-related vehicles would require a negligible fraction of the total state's transportation fuel consumption. Based on EMFAC data compiled by CARB, the statewide average fuel economy for all vehicle types (automobiles, trucks, and motorcycles) in 2019 was 23.68 miles per gallon (mpg) for gasoline and 9.43 mpg for



diesel.<sup>19</sup> In 2018, California consumed a total of 3.4 billion barrels of gasoline for transportation, which is equivalent to a total annual consumption of 143 billion gallons by the transportation sector.<sup>20</sup>

Further, while construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and cease upon the completion of construction. Therefore, construction-related impacts to petroleum fuel consumption would be less than significant.

### ***Energy Conservation***

The Project would utilize construction contractors who demonstrate compliance 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 Toxic Air Contaminants. 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<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions from existing diesel vehicles operating in California; this regulation will be phased in with full implementation by 2023.<sup>21</sup>

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 repower 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.

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<sup>19</sup> CARB, <https://arb.ca.gov/emfac/emissions-inventory>.

<sup>20</sup> EPA, *State Energy Data System, Table F-3*: [http://www.eia.gov/state/seds/sep\\_fuel/html/pdf/fuel\\_mg.pdf](http://www.eia.gov/state/seds/sep_fuel/html/pdf/fuel_mg.pdf), August 2021. One barrel of oil has 42 gallons of oil.

<sup>21</sup> 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>.

## Operation

### ***Electricity Demand***

Currently, LADWP is able to supply over 7,880 megawatts (MW) of generation capacity with the highest recorded peak being 6,502 MW.<sup>22</sup> Estimated peak demand in 2023-2024 (shortly before Project buildout timeframe of 2026) is expected to grow to 6,029 MW.<sup>23</sup> Despite these growth projections, demand would still not exceed the existing capacity of 7,880 MW. Thus, there is adequate supply capacity to serve the Project, as it is projected that approximately 2,662,905 kWh/yr of electricity would be used per year at the Project Site (refer to Table VI-2, below). Electrical conduits, wiring, and associated infrastructure would be conveyed to the Project Site from existing LADWP lines that connect to the Project Site overhead and underground on Sepulveda Boulevard.

LADWP has confirmed that existing electrical service is available to the Project Site and would be provided to the Project in accordance with LADWP's rules and regulations.<sup>24</sup> LADWP has also confirmed that the Project's estimated electricity requirements are part of the City's total load growth forecast and have been taken into account in the planned growth of the power system.<sup>25</sup>

**Table VI-2**  
**Estimated Project Electricity Demand**

<b>Land Use</b>	<b>Size</b>	<b>Total (kWh/yr)<sup>1</sup></b>
Residential	362 du	1,387,850
Parking	203,000 sf	1,143,520
Restaurant	3,700 sf <sup>2</sup>	131,535
<b>Total</b>		<b>2,662,905</b>
<i>kWh = kilowatt-hours      yr = year      du = dwelling unit      sf =square feet</i>		
<sup>1</sup> <i>Calculated via CalEEMod (refer to Appendix B).</i>		
<sup>2</sup> <i>The Project also includes preservation and renovation of Dinah's restaurant. However, because Dinah's restaurant is an existing use, its electricity consumption is part of the baseline condition.</i>		

The Project would not require the acquisition of additional electricity supplies beyond those that exist or anticipated by the LADWP and what exists currently at the Project Site for the existing uses. The Project would be in compliance with Title 24 of the CCR

<sup>22</sup> LADWP, [https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factandfigures?\\_adf.ctrl-state=12do6zwhm2\\_4&\\_afLoop=86275907941327](https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factandfigures?_adf.ctrl-state=12do6zwhm2_4&_afLoop=86275907941327).

<sup>23</sup> 2017 Power Strategic Long-Term Resource Plan, December 2017.

<sup>24</sup> LADWP, Power System Engineering Division, George Nino, District Engineer, Metro Service Planning, correspondence, January 5, 2021. Refer to Appendix B.

<sup>25</sup> *Ibid.*

(CalGreen) requiring building energy efficiency standards and would also be in compliance with the City's Green Building Code. Electrical service would be provided in accordance with the LADWP's Rules Governing Water and Electric Service.<sup>26</sup> Based on the above analysis, a less than significant impact associated with the consumption of electricity would occur.

### **Natural Gas Demand**

As shown on Table VI-3, below, the Project would consume approximately 4,992,721 cubic feet of natural gas per year. Natural gas is provided to the Project Site by Southern California Gas Company (SoCalGas).<sup>27</sup> Natural gas service would be provided in accordance with the SoCalGas's policies and extension rules on file with the California Public Utilities Commission (CPUC) at the time contractual agreements are made.

The availability of natural gas is based on current conditions of gas supply and regulatory policies. As a public utility, SoCalGas is under the jurisdiction of the CPUC but can also be affected by actions of federal regulatory agencies. Should these agencies take any action that affects gas supply or the conditions under which service is available, gas service would be provided in accordance with those revised conditions.

**Table VI-3  
Estimated Project Natural Gas Demand**

<b>Land Use</b>	<b>Size</b>	<b>Total (cf/yr)<sup>1</sup></b>
Residential	362 du	4,036,160
Parking	203,000 sf	0
Restaurant	3,700 sf <sup>2</sup>	956,561
<b>Total</b>		<b>4,992,721</b>
cf = cubic feet      yr = year      sf = square feet		
<sup>1</sup> Calculated via CalEEMod (refer to Appendix B). CalEEMod reports natural gas consumption in 1,000 British thermal units (kBtu). SoCalGas reports natural gas consumption in cubic feet (cf). For comparison purposes, the Project's natural gas consumption from the CalEEMod results has been converted into cf. One kBtu equals approximately 0.98 cf.		
<sup>2</sup> The Project also includes preservation and renovation of Dinah's restaurant. However, because Dinah's restaurant is an existing use, its electricity consumption is part of the baseline condition.		

<sup>26</sup> LADWP Rules Governing Water and Electric Service:  
[http://netinfo.ladbs.org/ladbsec.nsf/d3450fd072c7344c882564e5005d0db4/0476e63f972b28e288256b79007c417d/\\$FILE/Rule%2016-d.pdf](http://netinfo.ladbs.org/ladbsec.nsf/d3450fd072c7344c882564e5005d0db4/0476e63f972b28e288256b79007c417d/$FILE/Rule%2016-d.pdf).

<sup>27</sup> Southern California Gas Company, Jason Sum, Pipeline Planning Assistant, correspondence, October 22, 2020. Refer to Appendix D.

Gas supply available to SoCalGas from California sources averaged 97 million cubic feet per day (cf/day) in 2019.<sup>28</sup> SoCalGas projects total natural gas demand to decrease at an annual rate of 1.0 percent per year through 2035. This decrease is due to modest economic growth, CPUC-mandated energy efficiency standards and programs, tighter standards created by revised Title 24 codes and standards, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure (AMI). Thus, with natural gas consumption becoming more efficient and decreasing, SoCalGas's projection for natural gas demand also decreases. SoCalGas's storage fields have a combined theoretical storage working inventory capacity of 130 billion cubic feet. The Project would be responsible for paying connection costs to connect its on-site service meters to existing infrastructure. SoCalGas undertakes expansion and/or modification of the natural gas infrastructure to serve future growth within its service area as part of the normal process of providing service.

The Project would be responsible for paying connection costs to connect its on-site service meters to existing infrastructure. SoCalGas undertakes expansion and/or modification of the natural gas infrastructure to serve future growth within its service area as part of the normal process of providing service. There would be no disruption of service to other consumers during the installation of these improvements. The Project would not result in the construction of natural gas facilities (i.e., distribution lines) that would cause significant environmental impacts. As such, a less than significant impact to natural gas infrastructure would occur.

Project operation would result in the irreversible consumption 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 Project would be in compliance with the City's Green Building Code, which requires building energy efficiency measures. Therefore, Project impacts related to natural gas supply would be less than significant.

### ***Transportation Energy Demand***

The Project Site's location takes advantage of existing transportation alternatives in the vicinity that could reduce energy (gasoline, electric, or natural gas, depending on the mode of travel) consumption for transportation needs. The Project Site's location near robust transit opportunities (Metro Local Lines 108 and 110, CCB Lines 2, 3, 6, and CCB Rapid Line 6) would further reduce dependence on automobile travel, reducing the need to own an automobile and consume energy. Additionally, the Project is located a highly urbanized area in the City and would develop 362 multi-family residential units within an HQTAs, as defined by SCAG, and within a TPA as defined by SB 743, and also in close proximity to existing sources of employment and shopping. Specifically, consistent with the land use policies for TPAs, the Project would constitute compact, focused infill development in an established community with access to high-quality transportation.

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<sup>28</sup> 2020 California Gas Report, California Gas and Electric Utilities, 2019.

Given the urban nature of the Project Site area, Project residents would be able to walk and bike to work and to shop. As such, the Project would reduce vehicle trips and VMT by encouraging walking, bicycling, and other non-automotive forms of transportation, which would result in corresponding reductions in energy demand.

The National Highway Traffic Safety Administration (NHTSA) and CARB have implemented several policies, rules, and regulations, such as Corporate Average Fuel Economy (CAFE) Standards and the Advanced Clean Cars Program, to improve vehicle efficiency, increase the use of alternative fuels, and decrease the reliance on fossil fuels. It is anticipated that the future Project-related and related projects' 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 Project's consumption of gasoline and diesel. With compliance with regulatory measures, the Project operations would not result in wasteful, inefficient, and unnecessary consumption of energy.

***Criterion 2:*** *The effects of the project on local and regional energy supplies and on requirements for additional capacity.*

## **Electricity**

The availability of electricity is dependent on adequate generating capacity and adequate fuel supplies. The estimated power requirement for the Project would be part of the total load growth forecast for the City and has been taken into account in the planned growth of the City's power system. The LADWP's load growth forecast incorporates construction activity and is built into the commercial floor space model. In planning sufficient future resources, the LADWP's 2017 Power Strategic Long-Term Resource Plan (2017 SLTRP) incorporates the estimated power requirement for the Project through the load forecast input and has planned sufficient resources to supply the electricity needs. Based on LADWP's 2017 SLTRP, LADWP forecasts that its total energy sales in the 2023-2024 fiscal year (slightly before the Project's buildout year) would be 23,286 gigawatt-hours (GWh) of electricity.<sup>29</sup> As discussed previously, the Project would consume approximately 2,662,905 kWh of electricity annually, representing a small fraction of one percent of LADWP's projected sales for that year. As future projected electricity supplies from LADWP are adequate to serve the Project, Project impacts on local and regional electricity supplies would be less than significant.

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<sup>29</sup> 2017 Power Strategic Long-Term Resource Plan, LADWP, December 2017.

## Natural Gas

As stated above, SoCalGas has a combined theoretical storage working inventory capacity of 130 billion cf allocated to residential, small industrial, and commercial customers.<sup>30</sup> In 2025 (nearest the Project buildout year of 2026), SoCalGas is anticipated to have a natural gas supply of approximately 3,775 million cf/day. Since the Project is located in an area already served by existing natural gas infrastructure, the Project would not require extensive infrastructure improvement to serve the Project Site. It is not anticipated that any new natural gas distribution pipelines or infrastructure facilities would be constructed or expanded as a result of the Project. However, the Project would require Project-specific infrastructure improvements to connect to the existing infrastructure serving the Project Site area.

As discussed previously, the Project's net natural gas demands are estimated to be approximately 4,992,721 cubic feet per year and would represent a very small fraction of one percent of the SoCalGas's existing natural gas storage capacity. Thus, the Project's estimated natural gas consumption would be within the SoCalGas's existing natural gas storage capacity of 97 billion cubic feet as of 2019. Therefore, Project's impacts on local and regional natural gas supplies would be less than significant.

***Criterion 3: The effects of the project on peak and base period demands for electricity and other forms of energy.***

As discussed above, the Project's demand for electricity and natural gas supply would be well within the available regional supplies of LADWP and SoCalGas, respectively. The Project's energy demand and consumption would be relatively negligible compared to available supplies. The Project's demand for electricity and natural gas would have a less than significant impact on the peak and base period demands of LADWP and SoCalGas, respectively.

***Criterion 4: The degree to which the project complies with existing energy standards.***

The proposed Project would be required to comply with Title 24 requirements, CalGreen requirements, and the City's Green Building Code. Additionally, vehicles used by Project residents would be subject to improving fuel-energy standards, including improved engine combustion and the use of electric vehicles. Thus, the Project would comply with energy standards, and impacts would be less than significant.

***Criterion 5: The effects of the project on energy resources.***

## Electricity

LADWP's electricity generation is supplied from a variety of non-renewable and

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<sup>30</sup> 2020 California Gas Report, California Gas and Electric Utilities, 2019.

renewable sources, such as coal, natural gas, solar, geothermal, wind, and hydropower. Based on LADWP's 2017 SLTRP, LADWP forecasts that its total energy sales in the 2023-2024 fiscal year (slightly before the Project's buildout year) would be 23,086 GWh of electricity. As such, the Project's estimated net annual usage demand of 2,662,905 kWh would be a small fraction of one percent of LADWP's projected sales for the 2023-2024 fiscal year.

In accordance with Senate Bill 350 (SB 350) (Clean Energy and Pollution Reduction Act), which establishes clean energy, clean air, and GHG emissions reduction goals, LADWP is required to procure eligible renewable energy resources of 50 percent by 2030. According to the 2017 SLTRP, LADWP has increased renewable energy percentage from 3 percent to 29 percent from 2003 to 2016. LADWP's future strategy is pursuing higher renewables, energy efficiency, and future electrification of existing fossil fuel processes. It is expected that solar and wind will provide most of the new renewable electric generation in the years ahead.

Overall, the Project would adhere to the required building code standards, such as 2016 Title 24 standards and the City's Green Building Code, to ensure energy efficiency within the Project building. Compliance with energy standards is expected to result in more efficient use of electricity in future years. As such, the Project would not impact electricity resources, and impacts would be less than significant.

## Natural Gas

Sources of Southern California's natural gas are primarily obtained from western United States and Canada with a small portion from in-state. As stated, in the 2020 California Gas Report, SoCalGas's storage fields attain a combined theoretical storage working inventory capacity of 1370 billion cf. The Project's demand for natural gas supply is estimated to be approximately 4,992,721 cubic feet per year, which would represent a very small fraction of one percent of the SoCalGas's existing natural gas storage capacity and thus, would be well within the SoCalGas's existing natural gas storage capacity of 97 billion cubic feet as of 2020. Compliance with energy standards is expected to result in more efficient use of natural gas in future years. Therefore, the Project would not impact natural gas resources, and impacts would be less than significant.

***Criterion 6:*** *The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.*

Approximately 25.9 billion gallons were supplied to California refineries in 2019.<sup>31</sup> Assuming that oil supplies remain constant, the Project's estimated consumption of 146,346 gallons of gasoline and 686,592 gallons of diesel fuel per year (refer to Appendix

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<sup>31</sup> California Energy Commission, *Oil Supply Sources to California Refineries*, <https://www.energy.ca.gov/data-reports/energy-almanac/californias-petroleum-market/oil-supply-sources-california-refineries>, August 2021.

B) would be a small fraction of one percent of total fuel supplies. This estimate is conservative since it is assumed that California's future reliance on oil would be reduced since vehicles are transitioning to alternative fuels, such as electric-fueled vehicles.

Additionally, the Project Site's location takes advantage of existing transportation alternatives in the vicinity that could reduce energy (gasoline, electric, or natural gas, depending on the mode of travel) consumption for transportation needs. The Project Site's location near robust transit opportunities (Metro Local Lines 108 and 110, CCB Lines 2, 3, 6, and CCB Rapid Line 6) would further reduce dependence on automobile travel, reducing the need to own an automobile and pay for parking. Also, the Project is located in a highly urbanized area in the City and would develop 362 multi-family residential units within an HQTAs, as defined by SCAG, and within a TPA as defined by SB 743, and also in close proximity to existing sources of employment and shopping. Specifically, consistent with the land use policies for TPAs, the Project would constitute compact, focused infill development in an established community with access to high-quality transportation. Given the urban nature of the Project Site area, Project residents would be able to walk and bike to work and to shop. As such, the Project's transportation energy consumption would have a negligible impact to California's oil supplies and impacts on energy resources would be less than significant.

## **Conclusion**

As discussed above, the Project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Therefore, impacts related to energy would be less than significant.

### **b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

Energy conservation policies and plans relevant to the Project include the California Title 24 energy standards, the 2019 CALGreen building code, and the City's Green Building Code. As these conservation policies are mandatory under the City's Building Code, the Project would not conflict with applicable plans for renewable energy or energy efficiency. As discussed in more detail in response to Checklist Question VIII(b) (Greenhouse Gas Emissions – Plan/Policy/Regulation Consistency) and Checklist Question XI(b) (Land Use and Planning – Plan/Policy/Regulation Consistency), the Project would also be consistent with the LA Green Plan/Climate LA and SCAG's 2020-2045 RTP/SCS. The vertical expansion on the Project Site would serve to reduce VMT and associated transportation fuel usage within the region.

In order to meet reduction goals in the LA Green Plan/ClimateLA, LADWP will continue to implement programs to emphasize water conservation and will pursue securing alternative supplies, including recycled water and storm water capture. With regard to solid waste, the City implemented the RENEW LA plan to meet solid waste reduction



goals by expanding recycling to multi-family dwellings, commercial establishments, and restaurants. The Project would be indirectly affected by these actions and would further reduce water and solid waste generation, thereby meeting the goals of the LA Green Plan/ClimateLA. With respect to the Sustainable City pLAN, as described in more detail in response to Checklist Question VIII(b) (Greenhouse Gas Emissions – Plan/Policy/Regulation Consistency), although the pLAN is not directly applicable to private development projects, the Project would generally be consistent with the City’s targets related to decrease of VMT per capita by 5 percent by 2025 and to increase trips made by walking, biking, or transit by at least 35 percent by 2025. The Project would generally comply with these targets as the Project is an infill development consisting of residential and restaurant uses on the Project Site, which is located near regional and local transit services. The Project would be well-served by transit and would implement TDM measures that would encourage transit use. Furthermore, the Project would comply with the LA Green Building Code, which requires a 20 percent reduction in water use and a requirement to exceed Title 24 energy efficiency standards.

For these reasons, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and no impacts related to this issue would occur as a result of the Project.

## **Cumulative Impacts**

### ***Electricity***

The Project, in conjunction with the related projects, could result in a net increased demand for electricity supplies. LADWP’s 2017 SLTRP serves as a comprehensive 20-year plan to supply reliable electricity to the City in an environmentally responsible and cost effective manner. The 2017 SLTRP considers a 20-year planning horizon to guide LADWP as it executes major new and replacement projects and programs. Based on the projections and strategies within the 2017 SLTRP, energy efficiency and solar savings are expected to increase in the future and significantly reduce electricity demands. Thus, LADWP anticipates that it can meet the future demands of cumulative growth within its service area with implementation of regulatory and reliability initiatives and strategic initiatives. LADWP will continue to pursue and implement energy efficiency programs per SB 350, which has an adopted goal of achieving 50 percent renewable energy sources by 2030.

Furthermore, in accordance with current building codes and construction standards, each of the related projects would be required to comply with the energy conservation standards established in Title 24 of the California Administrative Code and the City’s Green Building Code. Compliance with Title 24 energy conservation standards, City’s Green Building Code, and other energy conservation programs on the local level will further reduce cumulative energy demands. Additionally, as discussed above, LADWP is required to procure eligible renewable energy resources of 50 percent by 2030. The current sources of renewable energy procured by LADWP include wind, solar, and

geothermal sources. These sources accounted for 30 percent of LADWP's overall energy mix in 2017, the most recent year for which data are available. This represents the available off-site renewable sources of energy that could meet the Project's and related projects energy demand. As such, cumulative development would not result in related to potentially significant environmental impacts due to wasteful, inefficient and unnecessary use of electricity. Therefore, cumulative impacts related to electricity would be less than significant.

### ***Natural Gas***

The Project, in conjunction with the related projects, could result in a net increased demand for natural gas supplies. As a public utility provider, SoCalGas continuously analyzes increases in natural gas demands resulting from projected population and employment growth in its service area and it is anticipated that it would be able to meet the needs of future development within the region. Each of the related projects would be reviewed on a case-by-case basis to determine SoCalGas's ability to serve each related project. Additionally, compliance with energy conservation standards pursuant to Title 24 would reduce cumulative demand for natural gas resources. As such, cumulative development would not result in related to potentially significant environmental impacts due to wasteful, inefficient and unnecessary use of natural gas. Therefore, cumulative impacts related to natural gas would be less than significant.

### ***Transportation Energy***

The Project, in conjunction with the related projects, could result in a net increased demand for transportation energy. As discussed previously, the NHTSA and CARB have implemented several policies, rules, and regulations to improve vehicle efficiency, increase the use of alternative fuels, and decrease the reliance on fossil fuels. It is anticipated that the future Project-related and related projects' 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. Also, all of the related projects are located in a transit-rich area of the City and as such, provide opportunities for alternative sources of transportation. Thus, cumulative development would not result in related to potentially significant environmental impacts due to wasteful, inefficient and unnecessary use of transportation energy. Therefore, cumulative impacts related to transportation energy would be less than significant.

## VII. GEOLOGY AND SOILS

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

The information and analysis provided below is primarily based on the following (refer to Appendix E):

- *Preliminary Geotechnical Investigation Report, LGC Valley, Inc., October 5, 2020.*

**a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

**i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?**

**No Impact.** The Project Site is not located within an Alquist-Priolo Earthquake Fault Zone, and no known faults exist on the Project Site.<sup>32</sup> The fault closest to the Project Site is the Newport-Inglewood Fault Zone, located approximately 3.4 kilometers from the Project Site.<sup>33</sup> Thus, the Project would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault on the Project Site. Therefore, no impacts related to this issue would occur as a result of the Project.

**ii) Strong seismic ground shaking caused in whole or in part by the project's exacerbation of the existing environmental conditions?**

**Less Than Significant Impact.** Given the Project Site's location in a seismically active region, the Project Site could experience seismic groundshaking in the event of an earthquake. The fault closest to the Project Site is the Newport-Inglewood Fault Zone, located approximately 3.4 kilometers from the Project Site. Notwithstanding, the Applicant would be required to design and construct the Project in conformance to the most recently adopted LAMC and applicable recommendations made in the *Preliminary Geotechnical Investigation Report* prepared for the Project, dated October 5, 2020, and any updates made in a final geotechnical report. Conformance with the City's current Building Code requirements would minimize the potential for structural failure, injury, and loss of life during an earthquake event. The Project would not exacerbate the existing potential for strong seismic ground shaking. Therefore, Project impacts related to groundshaking would be less than significant.

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<sup>32</sup> *Preliminary Geotechnical Investigation Report, LGC Valley, Inc., October 5, 2020. Refer to Appendix E.*

<sup>33</sup> *Ibid.*

**iii) Seismic-related ground failure, including liquefaction, caused in whole or in part by the project's exacerbation of the existing environmental conditions?**

**Less Than Significant Impact.** According to the *Preliminary Geotechnical Investigation Report* prepared for the Project, the Project Site is located within a State of California Seismic Hazard Zone mapped liquefaction hazard area. As such, a liquefaction analysis was conducted for the site, considering the existing condition below with potentially liquefiable soils located from a depth of 10 feet from the ground surface with the highest historic groundwater elevation at a depth of 10 feet below the ground surface. This analysis determined that the potential for specific layers to liquefy within the upper 51.5 feet of site soils is low. However, it is estimated that the amount of total liquefaction-induced and dry sand settlement possible for the design conditions is up to approximately 0.25-inches, and a differential settlement of approximately 0.15-inches. Accordingly, the *Preliminary Geotechnical Investigation Report* recommends the Project's foundation be designed to account for such seismically induced settlements. Furthermore, the Applicant would be required to design and construct the Project in conformance to the most recently adopted LAMC and applicable recommendations made in the *Preliminary Geotechnical Investigation Report* prepared for the Project, dated October 5, 2020, and any updates made in a final geotechnical report. Conformance with the City's current Building Code requirements would minimize the potential for structural failure, injury, and loss of life associated with liquefaction. The Project would not exacerbate the existing potential for liquefaction. Therefore, Project impacts related to liquefaction would be less than significant.

**iv) Landslides caused in whole or in part by the project's exacerbation of the existing environmental conditions?**

**No Impact.** Based on the relatively flat nature of the Project Site and review of the geologic literature pertinent to the site, there are no indications of landslides close to or within the limits of the site.<sup>34</sup> Thus, the Project would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving landslides. Therefore, no impacts related to this issue would occur as a result of the Project.

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

**Less Than Significant Impact.** During the Project's construction phase, soil would be exposed. However, the Applicant would be required to implement SCAQMD Rule 403 – Fugitive Dust to minimize wind and water-borne erosion at the site. Also, the Applicant would be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP), in accordance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity and Land Disturbance Activities. The site-specific SWPPP would be prepared

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<sup>34</sup> *Ibid.*

prior to any ground-disturbing activities and would be implemented during Project construction. The SWPPP would include best management practices (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.). The SWPPP would be subject to review and approval by the City for compliance with the City's Development Best Management Practices Handbook, Part A, Construction Activities. Additionally, all 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 ground-disturbing activities occur during a rainy season, as well as inspections to ensure that sedimentation and erosion is minimized. Through compliance with these existing regulations, the Project would not result in any significant impacts related to soil erosion during ground-disturbing activities.

Additionally, during the Project's operational phase, most of the Project Site would be developed with impervious surfaces, and all stormwater flows would be directed to storm drainage features and would not come into contact with bare soil surfaces. Therefore, with compliance with applicable regulatory requirements, development of the Project would not cause or exacerbate soil erosion or loss of topsoil and Project impacts related to soil erosion would be less than significant.

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

**Less Than Significant Impact.** As discussed in response to Checklist Question VII(a)(iii) (Geology and Soils – Liquefaction), it is estimated that the amount of total liquefaction-induced and dry sand settlement possible for the design conditions is up to approximately 0.25-inches, and a differential settlement of approximately 0.15-inches. Accordingly, the *Preliminary Geotechnical Investigation Report* recommends the Project's foundation be designed to account for such seismically induced settlements. Furthermore, the Applicant would be required to design and construct the Project in conformance to the most recently adopted LAMC and applicable recommendations made in the *Preliminary Geotechnical Investigation Report* prepared for the Project, dated October 5, 2020, and any updates made in a final geotechnical report. Conformance with the City's current Building Code requirements would minimize the potential for structural failure, injury, and loss of life associated with liquefaction. The *Preliminary Geotechnical Investigation Report* prepared for the Project (refer to Appendix E) did not identify any issues related to lateral spreading, subsidence, or collapse. Thus, the Project would not 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. Therefore, no impacts related to this issue would occur as a result of the Project.

**d) Would the project be located on expansive soil, as identified on Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?**

**No Impact.** The *Preliminary Geotechnical Investigation Report* prepared for the Project (refer to Appendix E) noted that based on subsurface conditions and reported geologic conditions at the Project Site, soils at the site have a “Very Low” expansion index. Thus, the Project would not be located on expansive soil, as identified on Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property. Therefore, no Project impacts related to this issue would occur as a result of the Project.

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

**No Impact.** The Project would connect to the City’s existing sewer system and would not require the use of septic tanks or alternative wastewater disposal systems. Thus, the 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 where sewers are not available for the disposal of wastewater. Therefore, no impacts related to this issue would occur as a result of the Project.

**f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Less Than Significant Impact.** The Project Site is located within an urbanized area of the City and has been subject to grading and development in the past. A records search was conducted with the Los Angeles County Natural History Museum to determine the likelihood for unique paleontological resources to occur at the Project Sites (refer to Appendix E). The records search revealed that no paleontological resources are known to exist at the Project Site, but resources are known to exist in the Project Site area in the same sedimentary deposits found at the Project Site.<sup>35</sup> As with all development in the City that includes any ground-disturbing activities, the Applicant would be required to comply with the City’s Standard Condition of Approval related to the inadvertent discovery of subsurface resources. If paleontological resources are encountered, the Applicant would be required to notify the Department of Building and Safety immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project Site. The

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<sup>35</sup> *Natural History Museum, Los Angeles County, Alyssa Bell, Ph. D., correspondence, July 17, 2021*  
Refer to Appendix E.

paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, state, and local guidelines, including those set forth in PRC Section 5097.5. Therefore, by complying with the applicable regulatory requirements, Project impacts related to paleontological resources would be less than significant.

### **Cumulative Impacts**

Geotechnical impacts related to future development in the City involve hazards related to site-specific soil conditions, erosion, and ground-shaking during earthquakes. The impacts on each site are specific to that site and its users and would not be in common or contribute to (or shared with, in an additive sense) the impacts on other sites. In addition, development on each site is subject to uniform site development and construction standards that are designed to protect public safety. Therefore, cumulative geotechnical impacts related would be less than significant.



## VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The analysis provided below is primarily based on technical data prepared by NTEC (refer to Appendix B).

### Environmental Setting

#### ***Climate Change Background***

Global climate change refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation, and storms. Global warming, a related concept, is the observed increase in average temperature of Earth's surface and atmosphere. One identified cause of global warming is an increase of GHG emissions in the atmosphere. GHG emissions are those compounds in Earth's atmosphere that play a critical role in determining Earth's surface temperature.

Earth's natural warming process is known as the "greenhouse effect." It is called the greenhouse effect because Earth and the atmosphere surrounding it are similar to a greenhouse with glass panes in that the glass allows solar radiation (sunlight) into Earth's atmosphere but prevents radiative heat from escaping, thus warming Earth's atmosphere. Some levels of GHG emissions keep the average surface temperature of Earth close to a hospitable 60 degrees Fahrenheit. However, it is believed that excessive concentrations of anthropogenic GHG emissions in the atmosphere can result in increased global mean temperatures, with associated adverse climatic and ecological consequences.

#### ***GHG Emissions Background***

GHG emissions include CO<sub>2</sub>, methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF<sub>6</sub>), and nitrogen trifluoride (NF<sub>3</sub>).<sup>36</sup> Carbon dioxide is the most abundant GHG. Other GHG emissions are less

<sup>36</sup> As defined by California Assembly Bill (AB) 32 and Senate Bill (SB) 104.

abundant but have greater global warming potential than CO<sub>2</sub>. Thus, emissions of other GHGs are frequently expressed in their equivalent mass of CO<sub>2</sub>, denoted as CO<sub>2</sub>e. Forest fires, decomposition, industrial processes, landfills, and the consumption of fossil fuels for power generation, transportation, heating, and cooking are the primary sources of GHG emissions.

## ***Regulatory Framework***

There are any number of agreements, strategies, policies, regulations, and standards that relate to GHG emissions – from international climate accords to local climate action plans. The following plans, policies, and regulations are fundamental to the Project's determination of significance with respect to its GHG emissions and consistency with these documents.

### *State*

#### AB 32 (California Global Warming Solutions Act of 2006) and SB 32

In September 2005, Governor Arnold Schwarzenegger signed the California Global Warming Solutions Act of 2006, AB 32, into law. AB 32 committed the State to achieving the following:

- By 2010, reduce statewide GHG emissions to 2000 levels.<sup>37</sup>
- By 2020, reduce statewide GHG emissions to 1990 levels.

CARB was tasked with determining what the statewide GHG emissions level was in 1990 and approving a statewide GHG emissions limit equivalent to that level, to be achieved by 2020. AB 32 further requires CARB to adopt rules and regulations that achieve the maximum technologically feasible and cost-effective GHG emissions reductions.

Signed in September 2016 by Governor Jerry Brown, SB 32 updates AB 32 to include an emissions reductions goal for the year 2030. Specifically, SB 32 requires CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030.

It should be noted that the State Legislature has not yet adopted a target for the 2050 horizon year, though Executive Order S-3-05 issued by Governor Schwarzenegger and Executive Order B-30-15 issued by Governor Jerry Brown each establish a GHG target of 80 percent below 1990 levels for this year.

#### Climate Change Scoping Plan

In 2008 CARB approved a Climate Change Scoping Plan (2008 Scoping Plan) detailing the approach that California would take to reduce its GHG emissions to 1990 levels by 2020, as required by AB 32. To achieve this, CARB determined that an approximate 28.5

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<sup>37</sup> *The 2010 target to reduce GHG emissions to 2000 levels was not met.*

percent reduction in GHG emissions would be necessary. That is, projected 2020 GHG emissions (i.e., emissions that would occur in 2020, absent any GHG-reducing laws and regulations) would have to be reduced by 28.5 percent.

However, shortly after the adoption of the 2008 Scoping Plan, a lawsuit was filed challenging CARB's approval of the Climate Change Scoping Plan Functional Equivalent Document (FED to the Climate Change Scoping Plan). In May 2011, it was found that the environmental analysis of this document's alternatives was not sufficient under CEQA. In response to this ruling, CARB prepared a revised and expanded document, the Supplemental FED to the Climate Change Scoping Plan (Supplemental FED), approved in August 2011.

As part of the Supplemental FED, CARB updated the projected 2020 emissions inventory based on then-current economic forecasts (i.e., as influenced by the economic downturn) and GHG emissions reduction measures already in place.<sup>38</sup> Ultimately, CARB determined that achieving the 1990 emissions levels by 2020 would require a reduction in GHG emissions of 16 percent, down from the previous 28.5 percent figure.

CARB adopted the First Update to the Climate Change Scoping Plan: Building on the Framework (First Update) in 2014. The First Update found that California is on track to meet AB 32's 2020 emissions reduction mandate and determined that, by 2030, the State could reduce its GHG emissions to levels on course with those needed to achieve the 2050 target, if it realizes the expected benefits of its existing policy goals.<sup>39</sup> CARB further identified and developed recommended actions for six focus areas key to achieving the 2050 target: (1) energy; (2) transportation (vehicles/equipment, sustainable communities, housing, fuels, and infrastructure); (3) agriculture; (4) water; (5) waste management; and (6) natural and working lands.

In December 2017, CARB adopted the 2017 Climate Change Scoping Plan Update: The Strategy for Achieving California's 2030 Greenhouse Gas Target (2017 Update). The 2017 Update builds upon the successful framework established by the 2008 Scoping Plan and the First Update and identifies new, technologically feasible, and cost-effective strategies to ensure that the state meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health. It includes policies to require direct GHG reductions at some of the state's largest stationary sources and mobile sources, such as use of lower

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<sup>38</sup> *E.g. the million-solar-roofs program, AB 1493 (Pavley I) motor vehicle GHG emissions standards, and the Low Carbon Fuel Standard (LCFS). Pavley I, the first GHG standard in the nation for passenger vehicles, took effect for model years starting in 2009 to 2016. Pavley I could potentially result in a 27.7 million metric tons CO<sub>2</sub>e reduction of GHG emissions by 2020. Pavley II covers models years 2017 to 2025 and could result in additional reductions of 4.1 million metric tons CO<sub>2</sub>e.*

<sup>39</sup> *The 2050 goal of reducing GHG emissions to 80 percent below 1990 levels was originally established by Executive Order S-3-05, issued by Governor Schwarzenegger in June 2005. However, the 2050 goal was not codified by either AB 32 or SB 32.*

GHG fuels, efficiency regulations, and the Cap-and-Trade program, which constraints and reduces emissions at covered sources.

### SB 97

Passed in August 2007, SB 97 required the State Office of Planning and Research (OPR) to prepare and develop CEQA guidelines for the effects and/or mitigation of GHG emissions, including effects associated with transportation and energy consumption. Subsequently, the Draft Guidelines Amendments for Greenhouse Gas Emissions (Guidelines Amendments) were adopted in December 2009 to address the specific obligations of public agencies when analyzing GHG emissions to determine a project's effect on the environment, as pursuant to CEQA.

However, the Guidelines Amendments provide no thresholds of significance or any specific mitigation measures; rather, they require a lead agency to make a good-faith effort to describe, calculate, or estimate the amount of GHG emissions that would result from a Project, to the extent possible based on scientific and factual data. The Guidelines Amendments give discretion to the lead agency whether to (1) use a model or methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. Additionally, three factors that should be considered in the evaluation of the significance of GHG emissions are identified as follows:

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

The administrative record for the Guidelines Amendments also clarifies “that the effects of greenhouse gas emissions are cumulative and should be analyzed in the context of CEQA’s requirements for the cumulative impact analysis.”<sup>40</sup>

The California Natural Resources Agency is required to periodically update the Guidelines Amendments to incorporate new information or criteria established by CARB pursuant to AB 32. SB 97 applies to any environmental impact report (EIR), negative declaration, mitigated negative declaration, or other document requirement by CEQA.

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<sup>40</sup> Letter from Cynthia Bryant, Director of the Governor’s Office of Planning and Research, to Mike Chrisman, California Secretary for Natural Resources, dated 13 April 2009.

## *Regional*

### 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

In September 2008 Governor Arnold Schwarzenegger signed the Sustainable Communities and Climate Protection Act of 2008, also known as SB 375, to align regional planning for housing and transportation with the GHG reduction goals outlined by AB 32. SB 375 requires each Metropolitan Planning Organization (MPO) to adopt a Sustainable Community Strategy (SCS) encouraging compact development that reduces passenger Vehicle Miles Traveled (VMT) and trips, all for the purpose of meeting CARB-determined regional GHG emissions reduction targets.

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. As the federally designated MPO for the six-county Southern California region, SCAG is required by law to ensure that transportation activities conform to, and are supportive of, regional and state air quality plan goals to attain NAAQS. SCAG is also a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the Basin's AQMP.

CARB set GHG reduction targets of 8 percent by 2020 and 19 percent by 2035 (compared with 2005 levels) for the SCAG region, effective as of October 1, 2018. Adopted on September 3, 2020, SCAG's long-range plan, the 2020-2045 RTP/SCS (Connect SoCal), serves as the roadmap to fulfilling the region's compliance with these latest GHG reduction targets. To this end, the 2020-2045 RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked, and acknowledges how this relationship can help the region make choices that sustain existing resources while expanding efficiency, mobility, and accessibility for people across the region. The 2020-2045 RTP/SCS land use pattern continues the trend of focusing new housing and employment growth in the region's High Quality Transit Areas (HQTAs) and aims to enhance and build out the region's transit network. At the time of the previous 2016-2040 RTP/SCS, HQTAs accounted for just 3 percent of total land in the SCAG region, but they are projected to accommodate 46 percent of the region's future household growth and 55 percent of the region's future employment growth by 2040.<sup>41</sup> HQTAs are a cornerstone of land use planning best practice in the SCAG region, and studies by the California Department of Transportation, the USEPA, and the Metropolitan Transportation Commission have found that focusing development in areas served by transit can result in local, regional, and statewide benefits including reduced air pollution and energy consumption. In addition, HQTAs concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure

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<sup>41</sup> SCAG, *Final 2016-2040 RTP/SCS*, April 2017. HQTAs are defined as areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours.

costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability. As a result, HQTAs are vital to the attainment of regional GHG emissions reduction targets: successful implementation of the 2020-2045 RTP/SCS would result in more complete communities with a variety of transportation and housing choices, reducing automobile use and, crucially, associated GHG emissions.

### *Local*

#### City of Los Angeles Green LA Action Plan/Sustainability pLAn

The City began addressing the issue of global climate change by publishing Green LA: An Action Plan to Lead the Nation in Fighting Global Warming (LA Green Plan) in 2007. This document outlines goals and actions the City has established to reduce GHG emissions from both public and private activities. To facilitate implementation of the LA Green Plan, the City adopted the Los Angeles Green Code, as discussed below. In 2008 the City released an implementation program for the LA Green Plan referred to as ClimateLA, which provides detailed information about each action item discussed in the LA Green Plan framework. Action items range from harnessing wind power for electricity production and energy efficiency retrofits in City buildings, to converting the City's fleet vehicles to cleaner and more efficient models, and reducing water consumption.

The Sustainable City pLAn was a mayoral initiative in 2015 and 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. Specific targets include the construction of new housing units within 1,500 feet of transit by 2017, reducing VMT per capita by five percent by 2025, and increasing trips made by walking, biking, or transit by at least 35 percent by 2025. The Sustainable City pLAn is to be updated every four years.

In 2019 the first four-year update to the 2015 Sustainability pLAn was released. This updated document, known as L.A.'s Green New Deal, expands upon the City's vision for a sustainable future and provides accelerated targets and new goals. L.A.'s Green New Deal has established targets such as 100 percent renewable energy by 2045, installation of 10,000 publicly available EV chargers by 2022 and 28,000 by 2028, diversion of 100 percent of waste by 2050, and recycling 100 percent of wastewater by 2035. The City's commitments related to renewable energy usage, water conservation, waste reduction, and other initiatives would all benefit the Project.

#### City of Los Angeles Green Building Code

In December 2019, the Los Angeles City Council approved Ordinance No. 186,488, which amended Chapter IX of the LAMC, referred to as the Los Angeles Green Building Code, by adding a new Article 9 to incorporate various provisions of the 2019 CALGreen Code.

Projects filed on or after January 1, 2020, must comply with the provisions of the Los Angeles Green Building Code.

## **Existing Conditions**

### ***Existing Statewide GHG Emissions***

As reported by the California Energy Commission (CEC), California contributes approximately one percent of global and 6.4 percent of national GHG emissions.<sup>42</sup> California contains approximately 12 percent of the national population. CARB reports that in 2019, emissions from GHG emissions statewide were 418 million MT of CO<sub>2</sub>e, 7 million MT of CO<sub>2</sub>e lower than 2018 levels and nearly 13 million MT of CO<sub>2</sub>e below the State's 2020 GHG limit of 431 million MT of CO<sub>2</sub>e. Forty-eight percent of the State's total electricity generation (in-state generation plus imported electricity) came from zero-GHG generation sources (e.g. solar, wind, hydropower, nuclear, etc.). Per capita GHG emissions have dropped from a 2001 peak of 14.0 MT per person to 10.5 MT per person in 2019, a 25 percent decrease. The transportation sector remains the largest source of GHG emissions, accounting for almost 40 percent of the State's GHG inventory (though when emissions from extracting, refining, and moving transportation fuels are included, this figure increases to over 50 percent of statewide emissions for 2019).<sup>43</sup>

### ***Existing Project Site Emissions***

The northern portion of the Project Site is currently improved with a single-story, multi-tenant commercial plaza and a single-story, multi-tenant industrial building. Both contain associated surface parking. The southern portion of the site is improved with Dinah's restaurant and its associated surface parking. As noted earlier, this restaurant use would be maintained as part of the Project. However, its existing surface parking would be removed. Emissions associated with the Project Site's existing land usage were estimated for informational purposes, and it was determined that the site's existing operations may generate approximately 1,384 MT of CO<sub>2</sub>e annually.

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

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

**Less Than Significant Impact.** For the Project, no applicable numeric significance threshold for GHG emissions has been adopted by the State, SCAQMD, or the City of Los Angeles. Although state, regional, and local plans and policies have been adopted to

<sup>42</sup> California Energy Commission. *Tracking Progress, Greenhouse Gas Emission Reductions*. [www.energy.ca.gov/renewables/tracking\\_progress/documents/Greenhouse\\_Gas\\_Emissions\\_Reductions.pdf](http://www.energy.ca.gov/renewables/tracking_progress/documents/Greenhouse_Gas_Emissions_Reductions.pdf). Last updated December 2018.

<sup>43</sup> CARB, *California Greenhouse Gas Emissions for 2000 to 2017*. 2019.

help address climate change, no current law or regulation would regulate all aspects of the Project's GHG emissions. In the absence of any adopted numeric threshold, the significance of the Project's GHG emission is evaluated consistent with CEQA Guidelines Section 15064.4(b) by considering whether the Project complies with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. As discussed earlier, for this Project, the most directly applicable adopted plans and policies to reduce GHG emissions are the AB 32 Scoping Plan and subsequent updates, SCAG's 2020-2045 RTP/SCS, and the City's Sustainability pLAn/Green New Deal. Thus, the Project would not have a significant effect on the environment if it is found to be consistent with these applicable plans and policies to reduce GHG emissions.

### **Consistency with Applicable Plans and Policies**

As described above, compliance with applicable GHG emissions reduction plans would result in a less than significant Project-level and cumulative impact. The following section describes the extent the Project complies with the performance-based standards included in the regulations outlined in the Scoping Plan and its subsequent updates, the 2020-2045 RTP/SCS, and the Sustainable pLAn/Green New Deal. As shown herein, the Project would be consistent with the applicable GHG reduction plans and policies.

### ***Climate Change Scoping Plan***

The Climate Change Scoping Plan sets forth a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a Cap-and-Trade system, and an AB 32 implementation fee to fund the program. The following discussion demonstrates how the pertinent reduction actions relate to and reduce project-related GHG emissions. Table VIII-1 contains an evaluation of applicable reduction actions/strategies by emissions source category outlined in the Climate Change Scoping Plan that through implementation would serve to indirectly reduce Project GHG emissions. Further evaluation of project design features and specific applicable policies and measures in the Climate Change Scoping Plan is provided on Table VIII-2. As shown therein, the Project would not conflict with the policies included in the Climate Change Scoping Plan. Although a number of these measures are currently established as policies and measures, some measures 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.



**Table VIII-1**  
**Mandatory Regulatory Compliance Measures within the Climate Change Scoping Plan**

Mandatory Regulatory Compliance Measures
<b>Energy</b>
<p><b>RPS Program and SB 2X:</b> The California RPS program (Updated under Senate Bill 2X) required both public and investor-owned utilities in California to receive at least 33 percent of their electricity from renewable sources by the year 2020. SB 350 further required 50 percent renewables by 2030.<sup>1</sup> LADWP reports that, as of 2018, it has achieved 32% renewables and is on track to exceed the next state-legislated milestone of 33 percent by 2020.<sup>2</sup> However, under the recently passed SB 100, LADWP is required to generate electricity that would increase renewable energy resources to 50 percent by 2026, 60 percent by 2030, and 100 percent by 2045. Additionally, the City’s latest Green New Deal (an update of the Sustainable City pLAn) sets a target for LADWP to supply 55 percent renewable energy by 2025 and 80 percent by 2036. For 2045, the Green New Deal and SB 100 share the same 100 percent renewables requirement. The Project complies with these percentage renewables requirements inasmuch as the Project is served by LADWP, which is tasked with and committed to achieving the noted goals and requirements.</p> <p>The Project’s electricity GHG emissions provided on Table VIII-5 do not account for these rapidly changing, and escalating, renewables requirements. By the Project buildout year of 2026, it is reasonable to assume that LADWP may supply approximately 55 percent renewable energy, in line with the Green New Deal’s 55 percent target for 2025.</p> <p><b>SB 350:</b> As required under SB 350, a doubling of the energy efficiency savings from final end uses of retail customers by 2030 would primarily rely on the existing suite of building energy efficiency standards under CCR Title 24, the California Energy Code (CEC), and utility-sponsored programs such as rebates for high-efficiency appliances, HVAC systems, and insulation.</p>
<p><b>Energy Independence and Security Act of 2007 (EISA):</b> EISA requires the phasing out of incandescent light bulbs sold in the United States, resulting in 25 percent greater light bulb efficiency in 2014 and 200 percent greater efficiency in 2020. CalEEMod does not incorporate this nationwide reduction in electricity usage associated with lighting.</p> <p><b>Cap-and-Trade Program:</b> As required by AB 32 and the Climate Change Scoping Plan, the Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, this regulatory program applies to electricity service providers and not directly to land use development. That being said, the Project would benefit from this regulatory program in that the GHG emissions associated with the Project’s electricity usage per year would indirectly be covered by the Cap-and-Trade Program, though this is not quantified in the</p>

**Table VIII-1**  
**Mandatory Regulatory Compliance Measures within the Climate Change Scoping Plan**

<b>Mandatory Regulatory Compliance Measures</b>
analysis. Furthermore, the program also covers GHG emissions associated with the combustion of transportation fuels in California, whether refined in-state or imported.
<b>Mobile</b>
<p><b>Advanced Clean Cars Program:</b> CARB approved the Advanced Clean Cars Program in 2012 which establishes an emissions control program for model year 2017 through 2025 and increases the number of zero emission vehicles manufactured in the 2018 through 2025 model years. Standards under the Advanced Clean Cars Program apply to all passenger and light duty trucks within California and indirectly used by Project users. Mobile source GHG emissions estimated for the Project conservatively do not include this additional 34 percent reduction in mobile source emissions as the CalEEMod model default fleet mix for the Air Basin does not yet account for this regulation.</p> <p>The Scoping Plan recommends additional mobile source strategies through the extension of the Advanced Clean Cars Program which are expected to increase GHG stringency on light duty autos and continue adding zero emissions and plug in vehicles through 2030. CARB is also developing the Innovated Clean Transit measure to encourage purchase of advanced technology buses such as alternative fueled or battery powered buses. This would allow fleets to phase in cleaner technology in the near future. CARB is also in the process of developing proposals for new approaches and strategies to achieve zero emission trucks under the Advanced Clean Local Trucks (Last Mile Delivery) Program.<sup>3,4</sup> Although the Innovative Clean Transit and Advanced Clean Local Truck Programs have not yet been established, the Project would also indirectly benefit from these measures once adopted.</p> <p><b>Low Carbon Fuel Standard (LCFS):</b> The previous LCFS, adopted in 2007, required a reduction of at least 10 percent in the carbon intensity (CI) of California’s transportation fuels by 2020. CalEEMod includes implementation of LCFS into the calculation of GHG emissions from mobile sources. However, the LCFS was amended in September 2018 to target a 20-percent reduction in CI from a 2010 baseline by 2030.<sup>5</sup> This additional 10-percent reduction in CI would indirectly reduce mobile source emissions from Project users.</p>
<b>Solid Waste</b>
<p><b>California Integrated Waste Management Act of 1989:</b> This regulation requires each jurisdiction’s source reduction and recycling element to include a diversion of 50 percent of all solid waste by 2000.<sup>6</sup> AB 341 in 2011 amended the regulation to include a provision declaring that it is the policy goal of the state that not less than 75 percent of solid waste generated</p>

**Table VIII-1**  
**Mandatory Regulatory Compliance Measures within the Climate Change Scoping Plan**

Mandatory Regulatory Compliance Measures
<p>be source reduced, recycled, or composted by the year 2020, and annually thereafter.<sup>7</sup> The Project complies with these percentage recycling requirements inasmuch as the Project is served by the City of Los Angeles, which currently achieves a diversion rate of 76 percent. Project-related GHG emissions would achieve at least a 50-percent reduction in solid waste generation source emissions, consistent with the minimum diversion rate required for the City of Los Angeles. It should be noted that the CalEEMod default diversion rate is zero percent, and this has not been adjusted to reflect AB 341. The Applicant must also only contract for waste disposal services with a company that recycles solid waste in compliance with AB 341.</p>
<p><sup>1</sup> SB 350 (2015-2016 Regular Session) Stats 2015, Ch. 547.</p> <p><sup>2</sup> LADWP. <a href="https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-renewableenergy/a-p-renewableenergypolicy?_adf.ctrl-state=1m681gocp_4&amp;_ad)))))&amp;_afLoop=296319701441951&amp;_afWindowMode=0&amp;_afWindowId=null#%40%3F_ad%2529%2529%2529%2529%2529%2529%3D%26_afWindowId%3Dnull%26_afLoop%3D296319701441951%26_afWindowMode%3D0%26_adf.ctrl-state%3Duquq0l6w9_17">https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-renewableenergy/a-p-renewableenergypolicy?_adf.ctrl-state=1m681gocp_4&amp;_ad)))))&amp;_afLoop=296319701441951&amp;_afWindowMode=0&amp;_afWindowId=null#%40%3F_ad%2529%2529%2529%2529%2529%2529%3D%26_afWindowId%3Dnull%26_afLoop%3D296319701441951%26_afWindowMode%3D0%26_adf.ctrl-state%3Duquq0l6w9_17</a>. Accessed August 1, 2021.</p> <p><sup>3</sup> CARB, Advance Clean Cars, Midterm Review, <a href="http://www.arb.ca.gov/msprog/acc/acc-mtr.htm">www.arb.ca.gov/msprog/acc/acc-mtr.htm</a>.</p> <p><sup>4</sup> CARB, Advanced Clean Local Trucks (Last mile delivery and local trucks), <a href="http://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks">ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks</a>.</p> <p><sup>5</sup> CARB, LCFS Rulemaking Documents, <a href="http://www.arb.ca.gov/fuels/lcfs/rulemakingdocs.htm">www.arb.ca.gov/fuels/lcfs/rulemakingdocs.htm</a>.</p> <p><sup>6</sup> California Integrated Waste Management Act of 1989 and AB 341.</p> <p><sup>7</sup> AB 341, 2011.</p>

**Table VIII-2**  
**Consistency Analysis – Climate Change Scoping Plan**

<b>Actions and Strategies</b>	<b>Responsible Party(ies)</b>	<b>Project Consistency Analysis</b>
<b>SCAQMD Rule 445 (Wood Burning Devices):</b> Requires use of natural gas to power all cooking stoves and fireplaces.	SCAQMD	<b>No conflict.</b> The Project would not include wood burning devices or stoves.
<b>California Code of Regulations (CCR), Title 20:</b> The 2016 Appliance Efficiency Regulations, adopted by the CEC, include standards for new applicants (e.g., refrigerators) and lighting, if they are sold or offered for sale in California	State and CEC	<b>No conflict.</b> The Project would be outfitted with appliances and lighting that comply with the CEC's standards, which are included in default CalEEMod parameters and thus reflected in Project-related estimated GHG emissions.
<b>CCR, Title 24, Building Standards Code:</b> The 2019 Building Energy Efficiency Standards contained in Title 24, Part 6 (also known as the California Energy Code), requires the design of building shells and building components to conserve energy.  The California Green Building Standards Code (Part 11, Title 24) established mandatory and voluntary standards on planning and design for sustainable site development, energy efficiency (extensive update of the California Energy Code), water conservation, material conservation, and internal air contaminants.	State and CEC	<b>No conflict.</b> Consistent with regulatory requirements, the Project must comply with applicable provisions of the Los Angeles Green Code that in turn require compliance with Title 24 and the California Green Building Standards. <sup>1</sup> It is worth noting that single-family homes built to the latest 2019 standards are expected to use about 7 percent less energy than those built under the previous 2016 standards. For nonresidential buildings, this reduction is about 30 percent.
<b>Assembly Bill 1109 (AB 1109):</b> The Lighting Efficiency and Toxic	State Manufacturers	<b>No conflict.</b> The Project would not conflict with the requirements under AB

**Table VIII-2**  
**Consistency Analysis – Climate Change Scoping Plan**

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
Reduction Act establishes standards structured to reduce average statewide electrical energy consumption by not less than 25 percent from the 2007 levels for indoor commercial and outdoor lighting by 2018. <sup>2</sup> State and CEC		1109 because it would comply with local and state green building programs.
<b>Senate Bill (SB) 375:</b> SB 375 requires integration of planning processes for transportation, land use, and housing. Under SB 375, each MPO is required to adopt a Sustainable Community Strategy (SCS) to encourage compact development that reduces passenger vehicle miles traveled and trips so that the region will meet a target, created by CARB, for reducing GHG emissions.	State, CARB, Regional, SCAG	<b>No conflict.</b> In 2018, CARB adopted a target reduction for the SCAG region of 19 percent for 2035 from passenger vehicle use. The Project would not conflict with requirements under SB 375 as the Project is an infill development located within a HQTAs and therefore consistent with the land use patterns and smart growth policies encouraged by the latest RTP/SCS. The Project's consistency with the latest RTP/SCS is discussed further in the subsequent section of this report.
<b>By 2019, develop pricing policies to support low-GHG transportation (e.g. low-emissions vehicle zones, parking pricing, transit discounts, etc.).</b>	CalSTA, Caltrans, CTC, OPR/SGC, CARB	<b>No conflict.</b> The Project would not conflict with this policy, which would not be implemented at a project level.
<b>CCR, Title 24, Building Standards Code:</b> The California Green Building Standards Code (Part 11, Title 24) includes water efficiency requirements for new residential and non-residential	State	<b>No conflict.</b> The Project would comply with applicable provisions of the 2020 Los Angeles Green Building Code, which in turn require compliance with mandatory standards included within

**Table VIII-2**  
**Consistency Analysis – Climate Change Scoping Plan**

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
uses, in which buildings shall demonstrate a 20-percent overall water use reduction.		the latest California Green Building Standards.
<b>Senate Bill X7-7:</b> The Water Conservation Act of 2009 sets an overall goal of reducing per-capita urban water use by 20 percent by December 31, 2020. The state has been required to make incremental progress toward this goal. This is an implementing measure of the Water Sector of the AB 32 Scoping Plan. Reduction in water consumption directly reduces the energy necessary, and associated emissions, to convey, treat, and distribute water. It also reduces emissions from wastewater treatment.	CARB	<b>No conflict.</b> As discussed, the Project would comply with applicable provisions of the 2020 Los Angeles Green Building Code, and in turn the latest California Green Building Standards, that require a 20-percent water use reduction.
<b>CARB In-Use Off-Road Regulation:</b> CARB's in-use off-road diesel vehicle regulation ("Off-Road Diesel Fleet Regulation") requires the owners of off-road diesel equipment fleets to meet fleet average emissions standards pursuant to an established compliance schedule.	CARB	<b>No conflict.</b> The Applicant would use construction contractors that would comply with this regulation.
<b>CARB In-Use On-Road Regulation:</b> CARB's in-use on-road heavy-duty vehicle regulation ("Truck and Bus Regulation") applies to nearly all	CARB	<b>No conflict:</b> The Applicant would use construction contractors that would comply with this regulation.

**Table VIII-2**  
**Consistency Analysis – Climate Change Scoping Plan**

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
privately and federally owned diesel fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating greater than 14,000 pounds. <sup>3</sup>		
<b>Implement the Short-Lived Climate Pollutant Strategy by 2030:</b> <ul style="list-style-type: none"> <li>• 40 percent reduction in methane and hydrofluorocarbon emissions below 2013 levels.</li> <li>• 50 percent reduction in black carbon emissions below 2013 levels.</li> </ul>	CARB, CalRecycle, CDFA, SWRCB, Local air districts	<p><b>No conflict.</b> Senate Bill 605 (SB 605) was adopted in 2014 and directs CARB to develop a comprehensive Short-Lived Climate Pollutant (SLCP) strategy. Senate Bill 1383 was later adopted in 2016 to require CARB to set statewide 2030 emission reduction targets of 40 percent for methane and hydrofluorocarbons and 50 percent black carbon emissions below 2013 levels.<sup>4</sup></p> <p>The Project would comply with the CARB SLCP Reduction Strategy which limits the use of hydrofluorocarbons for refrigeration uses.</p>
<p><sup>1</sup> The 2019 Title 24 standards had an effective date of January 1, 2020.</p> <p><sup>2</sup> Assembly Bill 1109 (2007-2008 Reg. Session) Stats. 2007, Ch. 534.</p> <p><sup>3</sup> CARB, Truck and Bus Regulation – On-Road Heavy Duty Diesel Vehicles (In-Use) Regulation, <a href="http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm">www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm</a>.</p> <p><sup>4</sup> CARB, Reducing Short-Lived Climate Pollutants in California, <a href="http://www.arb.ca.gov/cc/shortlived/shortlived.htm">www.arb.ca.gov/cc/shortlived/shortlived.htm</a>.</p>		

## **2020-2045 RTP/SCS**

As discussed previously, the 2020-2045 RTP/SCS is expected to help the SCAG region, and in turn California, reach its latest GHG reduction goals. Implementation of the 2020-2045 RTP/SCS is projected to reduce per capita transportation emissions by 8 percent by 2020 and 19 percent by 2035, thus enabling the region to fulfill its portion of SB 375 compliance. As discussed in detail in Section 3 (SCEA Criteria and Transit Priority Project Consistency Analysis), the Project would be consistent with the 2020-2045 RTP/SCS.

Generally, projects are considered consistent with the provisions and policies of applicable City and regional land use plans and regulations if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. The land use pattern emphasized by the 2020-2045 RTP/SCS (as well as its previous iteration) involves concentrating new, dense housing and/or job growth in infill locations and HQTAs in an effort to facilitate alternative transportation modes and reduce vehicle trips and VMT. Development of the Project would be consistent with this land use pattern and smart growth policies to increase housing density within HQTAs. Not only would the Project be located within a HQTA, but it would contribute to the RTP/SCS's goal of encouraging growth of walkable and mixed-use communities with ready access to transit infrastructure and employment. The latest RTP/SCS specifically encourages the development of medium and high-density housing to create strategic nodes along existing or future transit corridors to better leverage transit investments and allow for the replacement of under-performing, auto-oriented, single-story retail uses. It also encourages "center focused placemaking," an approach that generally involves the creation of compact and pedestrian-oriented neighborhoods with a mix of residential, employment, and retail/recreational options. The Project's neighborhood is a designated "Pedestrian Enhanced District" (per the City's Mobility Plan 2035) anchored by a pedestrian-oriented shopping destination (Howard Hughes Center), high-rise office buildings, and new and under-construction dense residential uses. By developing additional dense residential housing in a low-intensity infill location (i.e., an auto-oriented strip mall with large surface parking) that is also within a HQTA and this Pedestrian Enhanced District, the Project would contribute directly to the goals of SCAG's RTP/SCS and its implementation strategies. Given these considerations, the Project is appropriately located and supports the RTP/SCS and its smart growth strategies to efficiently coordinate land usage and transportation in an effort to reduce VMT and related GHG emissions.

## ***Sustainable City pLAn/Green New Deal***

As discussed earlier, 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 document establishes 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 Project would benefit from the City's commitment to the goals and aspirations outlined in these documents.

### **Consistency Conclusion**

In summary, the consistency analysis provided above demonstrates that the Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. As a result, the Project's GHG emissions would not result in a significant impact to the environment, and Project-specific impacts with regard to climate change would be less than significant.

### **Project Emissions**

As discussed above, compliance with applicable GHG emissions reductions plans renders a Project less than significant. In support of the consistency analysis provided above, the following quantitative estimates of the Project's GHG emissions are provided. The Project would result in direct and indirect GHG emissions generated by the following emissions sources:

- Construction: emissions associated with construction-related equipment and vehicle use.
- Area Sources: emissions associated with the on-site use of powered equipment.
- Energy Sources: emissions associated with the Project's electricity and natural gas use for space heating and cooling, water heating, energy consumption, and lighting.
- Mobile Sources: emissions associated with the Project's related vehicle travel.
- Water/Wastewater: emissions associated with energy used to pump, convey, deliver, and treat water.

## Construction

Project construction is anticipated to last approximately 41 months. A summary of construction details (e.g. schedule, equipment mix, and vehicular trips) is included in Appendix B. The GHG emissions associated with the construction of the Project were calculated by year and totaled. A summary of GHG emissions for each year of construction is presented on Table VIII-3. As shown, construction of the Project is estimated to generate approximately 2,541.5 MTCO<sub>2</sub>e. 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 annual operational emissions) in order to determine the Project's annual GHG emissions inventory.<sup>44</sup> This results in annual Project construction emissions of approximately 84.7 MTCO<sub>2</sub>e.

**Table VIII-3  
Construction-Related Emissions**

<b>Year</b>	<b>Emissions (MTCO<sub>2</sub>e)</b>
2023	455.1
2024	846.3
2025	890.2
2026	349.9
<b>Total</b>	<b>2,541.5</b>
<b>Amortized over 30 years</b>	<b>84.7</b>
<i>Source: NTEC, 2021.</i>	

## Operations

As shown on Table VIII-4, the Project is estimated to generate approximately 3,558.2 MTCO<sub>2</sub>e per year, including the addition of its annualized construction-related GHG emissions. The Project's preservation and continued operations of the existing Dinah's Family Restaurant would not constitute a change to the environment. As such, most emissions associated with the operations of this restaurant have not been incorporated into the analysis and results shown on Table VIII-4. The analysis and results do however account for operations emissions associated with this use's parking, as its parking would be relocated from the existing surface parking lot (which would be demolished) to within the proposed parking garage.

<sup>44</sup> SCAQMD Governing Board Agenda Item 31. December 5, 2008.

**Table VIII-4  
Annual GHG Emissions Summary**

<b>Source</b>	<b>Emissions (MTCO<sub>2</sub>e)</b>
Area	6.2
Energy	1,106.3
Mobile	2,067.9
Solid Waste	105.9
Water/Wastewater	187.2
Construction	84.7
<b>Total Emissions</b>	<b>3,558.2</b>
<i>Source: NTEC, 2021.</i>	

### **Cumulative Impacts**

As explained earlier, the analysis of a project's GHG emissions is inherently a cumulative impact analysis because climate change is a global problem and the emissions from any single project alone would be negligible. Accordingly, the analysis above took into account the potential for the Project to contribute to the cumulative impact of global climate change. Given the Project's consistency with statewide, regional, and local plans adopted for the reduction of GHG emissions, it is concluded that the Project's incremental contribution to greenhouse gas emissions and its effect on global climate change would not be cumulatively considerable. For these reasons, the Project's cumulative contribution to global climate change would be less than significant.

## IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The information and analysis provided below is primarily based on the following (refer to Appendix F):

- *Phase I Environmental Site Assessment, Weis Environmental, September 24, 2020.*

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

**Less Than Significant Impact.** The types of hazardous materials that would be used during construction of the Project would be typical of those hazardous materials necessary for construction of a residential development (e.g., paints, solvents, fuel for construction equipment, building materials, etc.). Although construction of the Project would require the temporary transport, use, and disposal of hazardous waste, construction activities associated with Project would be required to comply with all applicable federal, state, and local regulations governing such activities.

The 2.205-acre Project Site is currently developed with approximately 24,000 square feet commercial of uses, Dinah's restaurant, and associated surface parking. With the exception of Dinah's restaurant use, all existing uses would be demolished and removed from the Project Site, and the site would be developed with an eight-story, 362-unit multi-family residential building, with approximately 3,700 square feet of ground-floor restaurant (in addition to Dinah's). The proposed mixed-use development would be similar to other mixed-used developments already found in the Project Site area and region. The Project would use common types of cleaning products, paint, petroleum products, etc. and would not require the routine transport, use, or disposal of hazardous materials that would pose a significant hazard to the public or environment. Therefore, Project impacts related to the transport, use, and disposal of hazardous materials would be less than significant.

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

**Less Than Significant Impact.** A *Phase I Environmental Site Assessment (Phase I ESA)* was prepared for the Project (refer to Appendix F) by Weis Environmental. The purpose of the Phase I ESA was determined if there are any recognized environmental concerns (RECs) associated with the Project Site.<sup>45</sup> The *Phase I ESA* included a review of current and historical records associated with on- and off-site uses; a property inspection and viewing of adjacent and surrounding properties for conditions that could be RECs; interviews with present and past owners, operators and/or occupants of a property, and

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<sup>45</sup> An REC is defined by the ASTM Standard Practice E1527-13 as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.

local government officials; and an evaluation of the information gathered as part of the records review, site reconnaissance, and interviews.

With the exception of the former use of the 6511 S. Sepulveda tenant space (a portion of the Project Site) as a dry cleaners business, no suspect features and/or conditions indicating the presence or likely presence of hazardous substances and/or petroleum products at the site were identified. However, there are no references to the manifesting or removal of dry-cleaners-related waste in the databases, nor are there any violations or releases noted for the former dry cleaners business. As such, if on-site dry cleaning had been performed, it would have likely be completed in a closed-loop, self-contained system. Upon further inquiry with the designated site owner representative, it was determined that this and subsequent dry cleaning businesses that operated in this space did not conduct on-site dry cleaning operations and that these businesses served as pick-up/drop-off locations. Cleaning was reportedly conducted at an off-site remote plant. It is common for businesses and their primary addresses to appear on regulatory databases indicating cleaners related uses regardless of whether or not they conducted actual cleaning activities on-site or at an off-property location. This former site use is not considered to be a recognized environmental condition in connection with the site.

Given the age of some of the existing buildings on the Project Site, it is possible that asbestos-containing materials (ACMs) and lead-based paint (LBP) could be encountered at the Project Site during the demolition and remodeling period. As such, the Applicant would be required as part of the Project permitting process to provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no ACMs are present in the building. If ACMs are found to be present, the ACMs would need to be abated in compliance with SCAQMD's Rule 1403, as well as other applicable state and federal rules and regulations. Also, the Applicant would be required as part of the Project permitting process to submit an LBP survey to the Department of Building and Safety. Should LBP materials be identified, standard handling and disposal practices shall be implemented pursuant to Occupational Safety and Health Administration (OSHA) regulations.

For these reasons, the Project would not create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, Project impacts related to this issue would be less than significant.

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

**No Impact.** No schools are located within 0.25 miles of the Project Site. The school closest to the Project Site is the Playa del Rey Elementary School, located approximately 0.7 miles northwest of the Project Site. Thus, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste

within one-quarter mile of an existing or proposed school. Therefore, no impacts related to this issue would occur.

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

**No Impact.** The Project is not included on any list compiled pursuant to Government Code Section 65962.5 (i.e., certain hazardous waste facilities, sites that include leaking USTs, contaminated drinking water wells, and landfills with migrating hazardous waste).<sup>46</sup> Thus, the Project would not create a significant hazard to the public or the environment as a result of being listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, no impacts related to this issue would occur.

**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?**

**Less Than Significant Impact.** The Project Site is not located approximately two miles northeast of Los Angeles International Airport. The Project Site is located within a designated airport hazard area, which is an area whose boundaries impose height limitations on the use of the land. Development within an airport hazard area that is above an elevation of 126 feet above sea level (asl) is limited to a height of 250 feet. The Project Site is at approximately 32 feet asl, and the maximum height of the proposed building is 96 feet, 4 inches. Thus, the Project would comply with the height requirements for the airport hazard area. Additionally, the Project would not produce any airport-related noise. As such, the Project would not result in a safety hazard or excessive noise for people residing or working in the project area. Therefore, Project impacts related to this issue would be less than significant.

**f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**Less Than Significant Impact.** The Project would not require the closure of any public or private streets and would not impede emergency vehicle access to the Project Site or surrounding area. While it is expected that the majority of construction activities for the Project would be confined to the Project Site, temporary and limited off-site construction activities could occur in adjacent street rights-of-way during certain periods of the day. Access to the Project Site and surrounding area during construction of the Project would be maintained in accordance with standard construction management plans that would

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<sup>46</sup> Department of Toxic Substance Control, <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress>, accessed July 5, 2021.

be implemented to ensure adequate circulation and emergency access. Prior to issuance of a building permit, the Applicant would be required by the City to develop an emergency response plan in consultation with the Los Angeles Fire Department (LAFD). The emergency response plan shall include but not be limited to: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments. Through compliance with this City requirement, Project impacts related to this issue would be less than significant.

**g) Would the project expose people or structures either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

**No Impact.** The Project Site is located in an urbanized area of the City that is not at risk of experiencing wildland fires. Thus, the Project would not expose people or structures either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Therefore, Project impacts related to wildland fires would occur as a result of the Project.

**Cumulative Impacts**

The geographic extent of the Project's environmental impacts is limited to the Project Site and would not contribute to any other potential environmental impact that may occur beyond the boundaries of the Project Site. All related projects would be subject to discretionary or ministerial review by their respective jurisdictions, which would be responsible for assessing potential hazards risks associated with those related projects, and if necessary, the applicants of those projects would be required to implement measures appropriate for the type and extent of hazardous materials present and the land use proposed to reduce the risk associated with the hazardous materials to an acceptable level. As stated previously, the Project would not result in any significant impacts related to hazards and hazardous materials. Therefore, no significant Project cumulative impacts related to hazards and hazardous materials would occur.



## X. HYDROLOGY AND WATER QUALITY

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

**a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater?**

**Less Than Significant Impact.** In its existing condition, the Project Site is completely developed with impervious surface, including buildings and paved parking areas. All stormwater that encounters the site is directed to the City's local storm drain system. With the exception of Dinah's restaurant, the Project includes demolition and removal of all existing uses from the site and development of the site with an eight-story, 362-unit multi-family residential building, with approximately 3,700 square feet of ground-floor restaurant (in addition to Dinah's). During the Project's construction phase, soil would be temporarily exposed. In addition, on-site watering activities to reduce airborne dust would occur. Also, construction-related materials, including adhesives, coatings, lubricants, and fuel would be temporarily stored on the Project Site. However, the Applicant would be required to comply with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit including the preparation of a Stormwater Pollution Prevention Plan (SWPPP) and implementation of best management practices (BMPs), required to minimize soil erosion/sedimentation and other runoff from the Project Site 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 NPDES and implementation of the SWPPP and BMPs, as well as the City's discharge requirements would ensure that any construction stormwater runoff would not violate water quality and/or discharge requirements.

Additionally, during the Project's operational phase, most of the Project Site would be developed with impervious surfaces, and all stormwater flows would be directed to storm drainage features and would not come into contact with bare soil surfaces. However, the Applicant would still be required to comply with the City's Low Impact Development (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 Project would be required to capture and treat the first 3/4-inch of rainfall from a storm event or the runoff associated with the 85<sup>th</sup> percentile, 24-hour storm event, whichever is greater, in accordance with established stormwater treatment priorities. Compliance with the LID Ordinance would control the amount of surface water runoff leaving the Project Site. Compliance with the LID Plan and Standard Urban Stormwater Mitigation Plan (SUSMP), including the implementation of BMPs, would ensure that operation of the 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 water quality. Therefore, Project impacts related to water quality would be less than significant.

**b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

**No Impact.** In its existing condition, the Project Site is completely developed with impervious surface, including buildings and paved parking areas. All stormwater that encounters the site is directed to the City's local storm drain system. Under the post-Project conditions, most of the Project Site would also be developed with impervious surfaces, and all stormwater would be directed toward BMP features and/or the local storm drain system. The Project Site is not a source of groundwater recharge. Potable water would be provided to the Project from the Los Angeles Department of Water and Power's (LADWP) existing water supply sources. Thus, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Therefore, no Project impacts related to groundwater recharge would occur.

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

**i) Result in substantial erosion or siltation on- or off-site?**

**Less Than Significant Impact.** With the exception of Dinah's restaurant, the Project includes demolition and removal of all existing uses from the Project Site and development of the site with an eight-story, 362-unit multi-family residential building, with approximately 3,700 square feet of ground-floor restaurant (in addition to Dinah's). No rivers or streams are located on or near the Project Site. During the Project's construction phase, soil would be exposed. However, the Applicant would be required to prepare a SWPPP and implement BMPs to reduce runoff and preserve water quality during construction of the Project. While grading and construction activities may temporarily alter the existing drainage patterns of the site, BMPs would be implemented to minimize soil erosion impacts during Project grading and construction activities. In addition, the 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 or the runoff associated with the 85<sup>th</sup> percentile, 24-hour storm event, whichever is greater. Thus, the Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site. Therefore, Project impacts related to erosion or siltation would be less than significant.

**ii) Substantially increase the rate or amount or amount of surface runoff in a manner which would result in flooding on- or off-site?**

**Less Than Significant Impact.** In its existing condition, the Project Site is completely developed with impervious surface, including buildings and paved parking areas. All stormwater that encounters the site is directed to the City's local storm drain system. Under the post-Project conditions, most of the Project Site would also be developed with impervious surfaces, and all stormwater would be directed toward BMP features and/or the local storm drain system. The Project would not increase the rate or amount of surface runoff from the site.

The City uses the Los Angeles County Department of Public Works Hydrology Manual for designing and hydrology and drainage infrastructure. The Hydrology Manual requires that a storm drain conveyance system be designed for a 25-year storm even and that the combined capacity of a storm drain and street flow system accommodate flow from a 50-year storm event. The Project would be required by the City to control stormwater runoff from the Project Site to meet these requirements. Runoff would follow new discharge paths and drain to on-site storm drain infrastructure, including catch basins, planter drains, building roof drain downspouts, etc., throughout the Project Site. The rate and amount of stormwater runoff would be controlled through this on-site BMP infrastructure and could be accommodated by the City's existing storm drain system. Thus, the Project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. Therefore, Project impacts related to flooding would be less than significant.

**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 Impact.** Regarding storm drain capacity, refer to response to Checklist Question X(c)(ii) (Hydrology and Water Quality – on- or off-site flooding. Regarding water quality, refer to response to Checklist Question X(a) (Hydrology and Water Quality – Water Quality).

**iv) Impede or redirect flood flows?**

**No Impact.** The Project Site is not located within a 100-year zone, as mapped by the Federal Emergency Management Agency (FEMA).<sup>47</sup> Thus, the Project would not have the potential to impede or redirect flood flows. Therefore, no impacts related to this issue would occur.

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<sup>47</sup> FEMA, <https://msc.fema.gov/portal/search?AddressQuery#searchresultsanchor>, accessed July 20, 2021.

**d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?**

**No Impact.** The Project Site is not in an area susceptible to seiches, tsunamis, or mudflows. Therefore, the Project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow. Therefore, no impacts related to this issue would occur.

**e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

**Less Than Significant Impact.** As discussed previously, the Project would be required to comply with the NPDES General Construction Permit, including the preparation of a SWPPP and implementation of BMPs that would require the Project to minimize soil erosion/sedimentation and other runoff from the site 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 Sites would be minimized for downstream receiving waters. Compliance with the NPDES and implementation of the SWPPP and BMPs, as well as the City's discharge requirements, would ensure that construction stormwater runoff would not violate water quality and/or discharge requirements. Therefore, Project impacts related to this issue would be less than significant.

**Cumulative Impacts**

The site of the proposed Project and the related projects are located in an urbanized area where most of the surrounding properties are already developed. The existing storm drainage system serving this area has been designed to accommodate runoff from an urban built-out environment. When new construction occurs it generally does not lead to substantial additional runoff, since new developments is required to control the amount and quality of stormwater runoff coming from their respective sites. Additionally, all new development in the City is required to comply with the City's LID Ordinance and incorporate appropriate stormwater pollution control measures into the design plans to ensure that water quality impacts are minimized. Therefore, Project cumulative impacts related to hydrology and water quality would be less than significant.

## XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### a) Would the project physically divide an established community?

**No Impact.** The Project Site is located in an urbanized area of the City and is currently developed. The Project Site is surrounded by existing development and roadway and utility infrastructure. Thus, the Project would not physically divide an established community. Therefore, no impacts related to this issue would occur.

### b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or adopted plan for the purpose of avoiding or mitigating an environmental effect?

**No Impact.** As discussed below, the Project would be substantially consistent with all of the applicable plans, policies, and regulations associated with development of the Project Site. Therefore, no impacts related to land use and planning would occur as a result of the Project.

## Regional Plans

### *Southern California Association of Governments*

SCAG functions as the Metropolitan Planning Organization for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The SCAG region encompasses a population exceeding 18 million persons in an area of more than 38,000 square miles. As the federally-designated Metropolitan Planning Organization, SCAG is mandated to research and create plans for transportation, growth management, hazardous waste management, and air quality. Applicable SCAG publications are discussed below.

## 2020-2045 RTP/SCS

SB 375 requires MPOs such as SCAG to revise and update their RTPs and SCS, periodically. SCAG's most recent RTP/SCS is the 2020-2045 RTP/SCS, finally adopted on September 3, 2020 by SCAG's Regional Council.

The 2020-2045 RTP/SCS is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians.

The 2020-2045 RTP/SCS outlines more than \$638 billion in transportation system investments through 2045 and 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 increase 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.

### *2020-2045 RTP/SCS Consistency Discussion*

The Project's consistency with the 2020-2045 RTP/SCS is discussed on Table 3-2 in Section 3 (SCEA Criteria and Transit Priority Project Consistency Analysis). As discussed there, the Project would be substantially consistent with the 2020-2045 RTP/SCS. Therefore, impacts related to consistency with the 2020-2045 RTP/SCS would be less than significant.

## ***South Coast Air Quality Management District***

### Air Quality Management Plan

The Project Site is located within the jurisdiction of the SCAQMD. In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies, including periodic updates to the AQMP, and guidance to local government about how to incorporate these strategies into their land use plans and decisions about development.

SCAG is responsible for generating the socio-economic profiles and growth forecasts on which land use, transportation, and air quality management and implementation plans are based. The growth forecasts provide the socioeconomic data used to estimate vehicle trips and VMT. Emission estimates then can be forecast by SCAQMD based on these projected estimates. Reductions in emissions due to changes in the socio-economic profile of the region are an important way of taking account of changes in land use patterns. For example, changes in jobs/housing balance induced by changes in urban form and transit-oriented development induce changes in VMT by more closely linking housing to jobs. Thus, socio-economic growth forecasts are a key component to guide the Basin toward attainment of the NAAQS.

The current AQMP establishes a comprehensive regional air pollution control program leading to the attainment of State and federal air quality standards in the Basin. In addition to setting minimum acceptable exposure standards for specified pollutants, the AQMP incorporates SCAG's growth management strategies that can be used to reduce vehicle trips and VMT, and hence air pollution. These include, for example, co-location of employment and housing, and mixed-use land patterns that allow the integration of residential and non-residential uses.

#### *AQMP Consistency Discussion*

Air quality impacts of the Project and consistency of the Project with the AQMP are discussed in response to Checklist Question III(a) (Air Quality – AQMP Consistency) of this IS/MND.

### **Local Plans**

#### ***City of Los Angeles***

##### General Plan

The City's General Plan, adopted December 1996 and re-adopted August 2001, provides general guidance on land use issues for the entire City. The General Plan consists of a Framework Element, a Land Use Element, and 10 citywide elements. The Framework Element of the General Plan serves as guide for the City's overall long-range growth and development policies and serves as a guide to update the community plans and the citywide elements. The citywide elements address functional topics that cross community boundaries, such as transportation, and address these topics in more detail than is appropriate in the Framework Element, which is the "umbrella document" that provides the direction and vision necessary to bring cohesion to the City's overall general plan. The Framework Element provides a conceptual relationship between land use and transportation and provides guidance for future updates to the various elements of the General Plan, but does not supersede the more detailed community and specific plans. The Land Use chapter of the Framework Element contains Long Range Land Use Diagrams that depict the generalized distribution of centers, districts, and mixed-use



boulevards throughout the City, but the community plans determine the specific land use designations. The Land Use Element of the General Plan is contained within 35 community plans.

### *Land Use Element Consistency Discussion*

The Project's consistency with the General Plan Framework Element is discussed on Table XI-1. As shown, the Project would be substantially consistent with the Framework Element. Therefore, Project impacts related to consistency of the Project with the Framework Element would be less than significant.

**Table XI-1  
Project Consistency with Applicable Policies of the Framework Element**

Goals, Objectives, and Policies	Project Consistency
<b>LAND USE</b>	
<b><i>Distribution of Land</i></b>	
<p><b>GOAL 3A</b> <i>A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.</i></p>	
<p><b>Objective 3.1</b> <i>Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.</i></p>	
<p><b>Policy 3.1.1</b> Identify areas on the Long-Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.</p>	<p><b>Consistent.</b> The Project includes development of the Project Site with a mixed-use building with 362 dwelling units, 41 of which would be restricted to Very Low Income Households. The unit types would consist of 126 studios, 110 one-bedrooms, and 126 two-bedrooms. Additionally, the Project would include neighborhood-serving restaurant uses. Thus, the Project would help to serve the City's land use needs.</p>
<p><b>Policy 3.1.2</b> Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses within the patterns of use established in</p>	<p><b>Consistent.</b> As discussed in response to Checklist Topics XV (Public Services), XVII (Transportation), and XIX (Utilities and Service Systems), existing public</p>

**Table XI-1**  
**Project Consistency with Applicable Policies of the Framework Element**

Goals, Objectives, and Policies	Project Consistency
the community plans as guided by the Framework Citywide Long-Range Land Use Diagram.	infrastructure and services would be adequate to accommodate the Project.
<b>Objective 3.2</b> <i>Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.</i>	
<b>Policy 3.2.1</b> Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.	<b>Consistent.</b> The Project includes development of 362 multi-family residential units, including 41 Very Low Income units, and neighborhood-serving restaurant uses at the Project Site near concentrations of employment, shopping, and transit along the Sepulveda Boulevard corridor and surrounding area. The Project Site is surrounded by a mix of commercial and residential uses and as such, the Project would fit within the pattern of land use development in the area.
<b>Policy 3.2.3</b> Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.	<b>Consistent.</b> The Project includes development of the Project Site with a mixed-use building with 362 dwelling units.  The Project would include 214 bicycle parking spaces. Further, the Project would improve the sidewalks surrounding the Project Site that would allow for better pedestrian access to the surrounding area.  Thus, the Project would fit into the existing pattern of land use development in the area that allows for pedestrian/bicycle access.
<b>Objective 3.3</b> <i>Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.</i>	
<b>Policy 3.3.1</b> Accommodate projected population and employment growth in	<b>Consistent.</b> As discussed in detail in response to Checklist Question XIV (a)

**Table XI-1**  
**Project Consistency with Applicable Policies of the Framework Element**

Goals, Objectives, and Policies	Project Consistency
<p>accordance with the Long-Range Land Use Diagram and forecasts in Table 2-2 (see Chapter 2: <i>Growth and Capacity</i>), using these in the formulation of the community plans and as the basis for the planning for and implementation of infrastructure improvements and public services.</p>	<p>(Population and Housing – Unplanned Population Growth), the Project's population and housing growth would fall within the forecasted growth for the City. Thus, the Project would not represent substantial or significant unplanned growth as compared to projected growth for the City.</p>
<p><b>Policy 3.3.2</b> Monitor population, development, and infrastructure and service capacities within the City and each community plan area, or other pertinent service area.</p>	<p>As discussed in response to Checklist Question XIV (a) (Population and Housing – Unplanned Population Growth), the Project's population and housing growth would fall within the forecasted growth for the City. Thus, the Project would not represent substantial or significant unplanned growth as compared to projected growth for the City.</p> <p>As discussed in response to Checklist Topics XV (Public Services), XVII (Transportation), and XIX (Utilities and Service Systems), existing public infrastructure and services would be adequate to accommodate the Project.</p>
<p><b>Objective 3.4</b> <i>Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.</i></p>	
<p><b>Policy 3.4.1</b> Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and</p>	<p><b>Consistent.</b> The Project includes development of 362 multi-family residential units, with 41 Very Low Income units, and neighborhood-serving restaurant uses on a site located in the Sepulveda Boulevard corridor. The Project Site area is served by Metro Local Lines 108 and 110, CCB Lines 2, 3, 6, and CCB Rapid Line 6. The Project would not impede on any existing residential neighborhoods.</p>

**Table XI-1**  
**Project Consistency with Applicable Policies of the Framework Element**

Goals, Objectives, and Policies	Project Consistency
mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.	
<i>Source: City of Los Angeles General Plan Framework Element, adopted December 11, 1996, re-adopted August 8, 2001.</i>	

### Westchester-Playa del Rey Community Plan

The Project Site is located within the boundaries of the Westchester-Playa del Rey Community Plan.

The Westchester-Playa del Rey Community Plan Area (CPA) is situated in the western portion of the Los Angeles Basin, adjacent to the Los Angeles International Airport (LAX), located south of the communities of Palms-Mar Vista-del Rey and Venice; adjacent to the cities of Culver City, Inglewood, El Segundo; and the Los Angeles County unincorporated areas of Del Aire, Ladera Heights, Lennox, and Marina del Rey. The Westchester - Playa del Rey CPA is generally bounded by Centinela Avenue, La Brea Avenue, the City of Los Angeles boundaries with unincorporated County of Los Angeles, the City of Inglewood, the City of El Segundo, Dockweiler State Beach, Ballona Creek, Bay Street and Jefferson Boulevard. The Westchester-Playa del Rey CPA contains approximately 5,766 net acres. Most of the topography is level except for an amount of varied, hillside terrain located in the northwest and west portions of the CPA where there are significant coastal bluffs. The land use consists primarily of low to low-medium density residential uses, with commercial uses concentrated near the transit corridors of Lincoln Boulevard, Sepulveda Boulevard, and Century Boulevard. Westchester-Playa del Rey experienced most of its development after World War II to meet the expanding population of the Los Angeles area. Residential land uses account for approximately 2,357 net acres with approximately 22,794 dwelling units, of which 49 percent are multi-family units. Most of the housing stock is more than 40 years of age. Concentrations of multi-family residential uses can be found near La Tijera Boulevard and Manchester Avenue.

**Table XI-2**  
**Project Consistency with the Westchester-Playa del Rey Community Plan**

Policies	Consistency Discussion
<p><b><u>Residential</u></b></p> <p><b>GOAL 1</b> PROVIDE A SAFE, SECURE, AND HIGH QUALITY RESIDENTIAL ENVIRONMENT FOR ALL ECONOMIC, AGE, AND ETHNIC SEGMENTS OF THE WESTCHESTER-PLAYA DEL REY COMMUNITY.</p> <p><b><i>Objective 1-1</i></b> Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Westchester-Playa del Rey Community Plan Area to the year 2025.</p>	
<p><b>Policy 1-1.1</b> Protect existing stable single family and low density residential neighborhoods, such as Kentwood, from encroachment by higher density residential uses and other uses that are incompatible as to scale and character, or would otherwise diminish quality of life.</p>	<p><b>Consistent.</b> The Project includes development of mixed residential and commercial uses on Sepulveda Boulevard and not adjacent to any residential neighborhoods. Thus, the Project would not encroach on any existing residential neighborhoods.</p>
<p><b>Policy 1-1.2</b> The City should promote neighborhood preservation, particularly in existing single family neighborhoods, as well as in areas with existing multiple family residences.</p>	<p><b>Consistent.</b> The Project includes development of mixed residential and commercial uses on Sepulveda Boulevard and not adjacent to any residential neighborhoods. Thus, the Project would not encroach on any existing residential neighborhoods.</p>
<p><b>Policy 1-1.3</b> Provide for adequate Multiple Family residential development.</p>	<p><b>Consistent.</b> The Project includes development of the Project Site with a mixed-use building with 362 dwelling units, 41 of which would be restricted to Very Low Income Households. The unit types would consist of 126 studios, 110 one-bedrooms, and 126 two-bedrooms.</p>
<p><b><i>Objective 1-2</i></b> Locate housing near commercial centers, public facilities, and bus routes and other transit services, to reduce vehicular trips and congestion and increase access to services and facilities.</p>	
<p><b>Policy 1-2.1</b> Locate higher residential densities near commercial centers, public facilities, bus routes and other transit services.</p>	<p><b>Consistent.</b> The Project includes development of 362 multi-family residential units, including 41 Very Low</p>

**Table XI-2**  
**Project Consistency with the Westchester-Playa del Rey Community Plan**

Policies	Consistency Discussion
	Income units, and neighborhood-serving restaurant uses at the Project Site near concentrations of employment, shopping, and transit along the Sepulveda Boulevard corridor and surrounding area. The Project Site area is served by Metro Local Lines 108 and 110, CCB Lines 2, 3, 6, and CCB Rapid Line 6.
<b>Objective 1-4</b> <i>Provide affordable housing and increased accessibility to more population segments, especially students, the disabled and senior citizens.</i>	
<b>Policy 1-4.1</b> Promote greater individual choice in type, quality, price and location of housing.	<b>Consistent.</b> The Project includes development of 362 multi-family residential units, including 41 Very Low Income units, and neighborhood-serving restaurant uses at the Project Site near concentrations of employment, shopping, and transit along the Sepulveda Boulevard corridor and surrounding area.
<b>Policy 1-4.2</b> Promote the development of housing for persons of low to moderate income within the community.	<b>Consistent.</b> The Project includes development of 362 multi-family residential units, including 41 Very Low Income units, and neighborhood-serving restaurant uses at the Project Site near concentrations of employment, shopping, and transit along the Sepulveda Boulevard corridor and surrounding area.
<b>Policy 1-4.3</b> Ensure that new housing opportunities minimize displacement of residents.	<b>Consistent.</b> The Project Site does not contain any existing housing. Thus, the Project would not displace any residents.
<b>Policy 1-4.4</b> Encourage multiple family residential and mixed use development in commercial zones, pedestrian oriented areas, and near transit corridors.	<b>Consistent.</b> The Project includes development of mixed residential and commercial uses on a site that is zoned C4, which allows for the proposed uses. The Project Site area is served by Metro Local Lines 108 and 110, CCB Lines 2, 3, 6, and CCB Rapid Line 6.

**Table XI-2**  
**Project Consistency with the Westchester-Playa del Rey Community Plan**

Policies	Consistency Discussion
<b>Objective 1-5</b> <i>Protect established residential neighborhoods from incompatible uses, including multiple family residential uses of substantially higher density, to preserve the residential character of these neighborhoods and protect residents from adverse environmental impacts caused by such uses.</i>	
<b>Policy 1-5.1</b> Where possible, do not locate incompatible land uses, including higher density multiple residential uses, within or in close proximity to lower density residential neighborhoods, except where there are adequate buffers, transitional land uses, etc.	<b>Consistent.</b> The Project Site is located on Sepulveda Boulevard and not adjacent to any residential neighborhoods.
<b>Commercial</b>	
<b>GOAL 2</b> ENCOURAGE A STRONG AND COMPETITIVE COMMERCIAL SECTOR THAT PROMOTES ECONOMIC VITALITY AND SERVES THE NEEDS OF THE WESTCHESTER-PLAYA DEL REY COMMUNITY THROUGH SAFE, ACCESSIBLE, AND WELL-DESIGNED COMMERCIAL DISTRICTS, WHILE PRESERVING THE HISTORIC AND CULTURAL CHARACTER OF THE COMMUNITY.	
<b>Objective 2-1</b> Preserve and strengthen viable commercial development in the community, and provide additional opportunities for new commercial development and services within existing commercial areas.	
<b>Policy 2-1.2</b> Protect existing and planned commercially zoned areas, particularly within designated Commercial Centers, from encroachment by stand-alone residential development.	<b>Consistent.</b> The Project includes development of mixed residential and commercial uses on site that is zoned and designated for such uses. The Project would incorporate an existing restaurant that is located on the site into the Project and would maintain its use.
<b><u>Recreational and Park Facilities</u></b>	
<b>GOAL 4</b> PROVIDE ADEQUATE RECREATION AND PARK FACILITIES TO MEET THE NEEDS OF RESIDENTS IN THE WESTCHESTER-PLAYA DEL REY COMMUNITY PLAN AREA.	
<b>Objective 4-1</b> <i>To conserve, maintain and better use existing recreation and park facilities.</i>	
<b>Policy 4-1.1</b> Preserve and improve the existing recreational facilities and park spaces.	<b>Consistent.</b> The Project would not affect any existing recreational facilities or park space. Additionally, as discussed in

**Table XI-2**  
**Project Consistency with the Westchester-Playa del Rey Community Plan**

Policies	Consistency Discussion
	response to Checklist Question XV(d) (Public Services – Parks), in accordance with Ordinance 184,505, the Project Applicant shall be required to dedicate land or to pay a fee for the purpose of developing park and recreational facilities to mitigate the Project's demand for parks and recreational facilities.
<b>Policy 4-1.3</b> Encourage the provision of adequate parking to serve parks and other ancillary recreational facilities.	<b>Consistent.</b> As discussed in response to Checklist Question XV(d) (Public Services – Parks), in accordance with Ordinance 184,505, the Project Applicant shall be required to dedicate land or to pay a fee for the purpose of developing park and recreational facilities to mitigate the Project's demand for parks and recreational facilities.
<b><u>Police Protection</u></b>	
<b>GOAL 8</b> CONTINUE TO PROVIDE THE WESTCHESTER-PLAYA DEL REY COMMUNITY WITH ADEQUATE POLICE FACILITIES AND SERVICES TO PROTECT ITS RESIDENTS FROM CRIMINAL ACTIVITY, REDUCE THE INCIDENCE OF CRIME, AND PROVIDE OTHER NECESSARY LAW ENFORCEMENT SERVICES.	
<b><i>Objective 8-1</i></b> Provide adequate police facilities, personnel and protection to correspond with existing and future population and service demands.	
<b>Policy 8-1.1</b> Consult with the LAPD in the review of development projects and land use changes to determine law enforcement needs and requirements.	<b>Consistent.</b> As part of the preliminary review of the Project, the LAPD has been consulted and has provided input on the Project design.
<b>Policy 8-1.2</b> Provide adequate lighting around residential, commercial and industrial buildings, and park, school, and recreational areas to improve security.	<b>Consistent.</b> The Project would provide lighting in accordance with LAMC and LAPD requirements.
<b>Policy 8-1.3</b> Ensure that landscaping around buildings does not impede visibility and provide hidden places which could foster criminal activity.	<b>Consistent.</b> The Project would include landscaping in accordance with LAMC and LAPD requirements.



**Table XI-2**  
**Project Consistency with the Westchester-Playa del Rey Community Plan**

Policies	Consistency Discussion
<b><u>Fire Protection</u></b>	
<b>GOAL 9</b> PROTECT THE RESIDENTS OF THE WESTCHESTER - PLAYA DEL REY COMMUNITY AREA THROUGH A COMPREHENSIVE FIRE AND LIFE SAFETY PROGRAM.	
<b>Objective 9-1</b> <i>Maintain fire facilities and protective services that are sufficient for the existing and future population and land use.</i>	
<b>Policy 9-1.1</b> Coordinate with the City of Los Angeles Fire Department during the review of significant development projects and General Plan amendments affecting land use to determine the impacts on service demands.	<b>Consistent.</b> As part of preparation of the preliminary review of the Project, the LAFD has been consulted and has provided input on the Project design.
<i>Source: City of Los Angeles, Westchester-Playa del Rey Community Plan, April 13, 2004.</i>	

## Cumulative Impacts

As discussed previously, the Project would not result in any inconsistencies with any of the applicable plans, policies, or regulations associated with development of the Project Site. The City would assess the consistency of the related projects that are located in the City of Los Angeles with all applicable plans, policies, and regulations associated with those projects, individually. Regardless of any potentially inconsistencies the related projects may result in, because the Project would not result in any inconsistencies, the Project would not have the potential to contribute to any cumulative inconsistency impacts.

## XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

**No Impact.** The Project Site is located in an urbanized part of the City. There are no known mineral resources on the Project Site or in the vicinity. Thus, the Project would not 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. Therefore, no impacts related to issue would occur.

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

**No Impact.** The Project Site is located in an urbanized part of the City. The Project Site is not identified as a mineral resource recovery site. Thus, the Project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Therefore, no impacts related to issue would occur.

## Cumulative Impacts

As discussed previously, the Project would not result in any impacts related to mineral resources. Regardless to what degree the related projects could result in impacts related to mineral resources, because the Project would not result in any impacts related to mineral resources, the Project would not have the potential to contribute to any cumulative impacts.

### XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The analysis provided below is primarily based on technical data prepared by NTEC (refer to Appendix G).

#### Environmental Setting

##### ***Fundamentals of Sound and Environmental Noise***

Sound can be described in terms of its loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel, abbreviated dB. Because the human ear is not equally sensitive to sound at all frequencies, the A-weighted scale (dBA) is used to reflect the normal hearing sensitivity range of the human ear. Table XIII-1 provides examples of A-weighted noise levels from common sources. Although the terms “sound” and “noise” are often used synonymously, noise is commonly defined as sound that is either loud, unpleasant, unexpected, or undesired.<sup>48</sup> Because decibels are logarithmic units, they cannot be simply added or subtracted. For example, two cars each producing 60 dBA of noise would not produce a combined 120 dBA.

<sup>48</sup> California Department of Transportation (Caltrans), *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

**Table XIII-1  
A-Weighted Decibel Scale**

<b>Common Noise Sources</b>	<b>Sound Level, dBA</b>
Near Jet Engine	130
Rock and Roll Band	110
Jet Flyover at 1,000 feet	100
Power Motor	90
Food Blender	80
Living Room Music	70
Human Voice at 3 feet	60
Residential Air Conditioner at 50 feet	50
Bird Calls	40
Quiet Living Room	30
Average Whisper	20
Rustling Leaves	10
<i>Note: These noise levels are approximations intended for general reference and informational use. They do not meet the standard required for detailed noise analysis but are provided for the reader to gain a rudimentary concept of various noise levels.</i>	
<i>Source: Cowan, James P., Handbook of Environmental Acoustics, 1993</i>	

### *Noise Definitions*

This noise analysis discusses sound levels in terms of equivalent noise level ( $L_{eq}$ ), maximum noise level ( $L_{max}$ ), minimum noise level ( $L_{min}$ ), and Community Noise Equivalent Level (CNEL). Statistical descriptors ( $L_x$ ) are also discussed.

#### Equivalent Noise Level ( $L_{eq}$ )

$L_{eq}$  represents the equivalent steady-state noise level for a stated period of time that would contain the same acoustic energy as the fluctuating, time-varying noise level of that same period. For example, the  $L_{eq}$  for one hour is the energy average noise level for that hour.  $L_{eq}$  can be thought of as a continuous noise level for a certain period that is equivalent in acoustic energy content to a fluctuating noise level of that same period. In this report  $L_{eq}$  is expressed in units of dBA.

#### Maximum Noise Level ( $L_{max}$ )

$L_{max}$  represents the highest instantaneous noise level of a specified time period.

#### Minimum Noise Level ( $L_{min}$ )

$L_{min}$  represents the lowest instantaneous noise level of a specified time period.

## Community Noise Equivalent Level (CNEL)

CNEL is a weighted noise measurement scale of average sound level during a 24-hour period. Due to increased noise sensitivities during evening and night hours, human reaction to sound between 7:00 P.M. and 10:00 P.M. is as if it were actually 5 dBA higher than had it occurred between 7:00 A.M. and 7:00 P.M. From 10:00 P.M. to 7:00 A.M., humans perceive sound as if it were 10 dBA higher. To account for these sensitivities, CNEL penalizes evening noise levels between 7:00 P.M. and 10:00 P.M. by an additional 5 dBA and nighttime noise levels between 10:00 P.M. and 7:00 A.M. by an additional 10 dBA. Because of this, 24-hour CNEL figures are always higher than their corresponding 24-hour  $L_{eq}$ .

## Statistical Descriptor ( $L_x$ )

$L_x$  is used to represent the noise level exceeded “X” percent of a specified time period. For example,  $L_{90}$  represents the noise level that is exceeded 90 percent of a specified time period.  $L_{90}$  is commonly used to represent ambient or background steady-state noise levels.<sup>49</sup>

## *Effects of Environmental Noise*

The degree to which noise can impact an environment ranges from levels that interfere with speech and sleep to levels that can cause adverse health effects. Most human response to noise is subjective. Factors that influence individual responses may include the intensity, frequency, and pattern of noise; the amount of background or existing noise present; and the nature of work or human activity that is exposed to intruding noise.

According to the National Institute of Health (NIH), extended or repeated exposure to sounds at or above 85 dB can cause hearing loss. Sounds of 75 dBA or less, even after continuous and repeated exposure, are unlikely to cause hearing loss.<sup>50</sup> The World Health Organization (WHO) reports that adults should not be exposed to sudden “impulse” noise events of 140 dB or greater. For children, this limit is 120 dB.<sup>51</sup>

Exposure to elevated nighttime noise levels can disrupt sleep, leading to increased levels of fatigue and decreased work or school performance. For the preservation of healthy sleeping environments, the WHO recommends that continuous interior noise levels should not exceed 30 dBA  $L_{eq}$  and that individual noise events of 45 dBA or higher be limited.<sup>52</sup>

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<sup>49</sup> Caltrans, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

<sup>50</sup> National Institute of Health, National Institute on Deafness and Other Communication. [www.nidcd.nih.gov/health/noise-induced-hearing-loss](http://www.nidcd.nih.gov/health/noise-induced-hearing-loss).

<sup>51</sup> World Health Organization, *Guidelines for Community Noise*, 1999.

<sup>52</sup> *Ibid*.

Some epidemiological studies have shown a weak association between long-term exposure to noise levels of 65 to 70 dBA  $L_{eq}$  or greater and cardiovascular effects, including ischaemic heart disease and hypertension. However, at this time, the relationship is largely inconclusive.

It is generally accepted that people with normal hearing sensitivity can barely perceive a 3 dBA change in noise levels, though if changes occur to the character of a sound (i.e., changes to the frequency content), then changes less than 3 dBA may be more noticeable.<sup>53</sup> Changes of 5 dBA may be readily perceptible, and changes of 10 dBA are perceived as a doubling in loudness.<sup>54</sup> However, few people are highly annoyed by daytime noise levels below 55 dBA.<sup>55</sup>

Loud noises, such as those from construction activities, can interfere with peoples' abilities to effectively communicate via speech, as well as other activities, resulting in annoyance or inconvenience. The EPA has determined that a home interior noise level of 45 dBA  $L_{eq}$  generally protects speech and communication by providing 100 percent intelligibility of speech sounds.<sup>56</sup> Other common daily activities that may be disrupted by elevated interior noise levels include watching television, listening to music, or activities requiring concentration (such as reading). The EPA has surmised that, given the preservation of an indoor noise level associated with 100 percent speech intelligibility, the average community reaction is not evident and "7 dBA below levels associated with significant complaints and threats of legal action." Any complaints and annoyance are dependent on "attitude and other non-level related factors."

### *Noise Attenuation*

Generally speaking, noise levels decrease, or "attenuate," as distances from noise sources to receivers increases. For each doubling of distance, noise from stationary or small, localized sources, commonly referred to as "point sources," may attenuate at the rate of 6 dBA for each doubling of distance. This attenuation is referred to as the inverse square law. For example, if a point source emits a noise level of 80 dBA at a reference distance of 50 feet its noise level would be approximately 74 dBA at a distance of 100 feet, 68 dBA at a distance of 200 feet, etc. Noise emitted by "line" sources, such as highways, attenuates at the rate of 3 dBA for each doubling of distance.<sup>57</sup>

Factors such as ground absorption and atmospheric effects may also affect the propagation of noise. In particular, ground attenuation by non-reflective surfaces such as

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<sup>53</sup> Caltrans, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

<sup>54</sup> *Ibid.*

<sup>55</sup> World Health Organization, *Guidelines for Community Noise*, 1999.

<sup>56</sup> EPA, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety*, 1974.

<sup>57</sup> Caltrans, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

soft dirt or grass may contribute to increased attenuation rates of up to an additional 8-10 dBA per doubling of distance.<sup>58</sup>

Noise is most audible when traveling by direct line of sight, an unobstructed visual path between a noise source and a receiver. Barriers that break the line of sight between noise sources and receivers, such as walls and buildings, can greatly reduce source noise levels by allowing noise to reach receivers by diffraction only. In cases where the noise path from source to receiver is direct but grazes the top of a barrier, noise attenuation of up to 5 dBA may still occur.<sup>59</sup>

### ***Fundamentals of Vibration***

Vibration is an oscillatory motion that can be described in terms of displacement, velocity, and acceleration.<sup>60</sup> Unlike noise, vibration is not a common environmental issue, as it is unusual for vibration from vehicle sources to be perceptible. Common sources of vibration may include trains, construction activities, and certain industrial operations.

#### ***Vibration Definitions***

This analysis discusses vibration in terms of Peak Particle Velocity (PPV):

#### **Peak Particle Velocity (PPV)**

PPV is commonly used to describe and quantify vibration impacts to buildings and other structures. PPV levels represent the maximum instantaneous peak of a vibration signal and are generally measured in inches per second (in/sec).<sup>61</sup>

#### ***Effects of Vibration***

High levels of vibration may cause damage to buildings or even physical personal injury. However, vibration levels rarely affect human health outside the personal operation of certain construction equipment or industrial tools. Background vibration in residential areas is usually not perceptible, and perceptible indoor vibrations are generally caused by sources within buildings themselves, such as slamming doors or heavy footsteps. Vibration from traffic on smooth roadways is rarely perceptible, even from larger vehicles such as buses or trucks.<sup>62</sup> The threshold of human perception of vibration is approximately 0.01-0.02 in/sec PPV.<sup>63</sup>

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<sup>58</sup> *Ibid.*

<sup>59</sup> *Ibid.*

<sup>60</sup> *Federal Transit Administration, Transit Noise and Vibration Impact Assessment, September 2018.*

<sup>61</sup> *Ibid.*

<sup>62</sup> *Caltrans, Transportation and Construction Vibration Guidance Manual, September 2013.*

<sup>63</sup> *Ibid.*

## **Regulatory Framework**

### ***Federal***

Currently, no federal noise standards regulate environmental noise associated with temporary construction activities or the long-term operations of development projects. As such, both temporary and long-term noise impacts resultant from the Project would be largely regulated or otherwise evaluated by State and City of Los Angeles standards designed to protect public well-being and health.

### ***State***

#### ***2017 General Plan Guidelines***

The State of California's 2017 General Plan Guidelines propose county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning processes to prevent or reduce noise and land use incompatibilities. The State's suggested compatibility considerations between various land uses and exterior noise levels are not regulatory in nature, but recommendations intended to aid communities in determining their noise-acceptability standards.

### ***City of Los Angeles***

#### ***General Plan Noise Element***

The City of Los Angeles General Plan contains a Noise Element that includes objectives and policies intended to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to manage long-term noise impacts to preserve acceptable noise environments for all types of land uses. The Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise or vibration impacts. However, the Noise Element does contain a land use and noise compatibility table, which is shown on Table XIII-2. Policy P16 of the Noise Element instructs to use, "as appropriate," this table "or other measures that are acceptable to the city, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses, as defined by this chapter..."<sup>64</sup> "Noise sensitive" uses are defined as "single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodgings and other residential uses; houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves, and parks."<sup>65</sup> The Noise Element further instructs that the table is designed "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels."

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<sup>64</sup> *Noise Element of the Los Angeles City General Plan, February 1999.*

<sup>65</sup> *Ibid.*



**Table XIII-2**  
**City of Los Angeles Noise Element – Guidelines for Noise Compatible Land Use**

Land Use Category	Day-Night Average Exterior Sound Level (CNEL dB)						
	50	55	60	65	70	75	80
Residential Single Family, Duplex, Mobile Home	A	C	C	C	N	U	U
Residential Multi-Family	A	A	C	C	N	U	U
Transient Lodging, Motel, Hotel	A	A	C	C	N	U	U
School, Library, Church, Hospital, Nursing Home	A	A	C	C	N	N	U
Auditoriums, Concert Halls, Amphitheaters	C	C	C	C/N	U	U	U
Sports Arena, Outdoor Spectator Sports	C	C	C	C	C/U	U	U
Playground, Neighborhood Park	A	A	A	A/N	N	N/U	U
Golf Course, Riding Stable, Water Recreation, Cemetery	A	A	A	A	N	A/N	U
Office Building, Business, Commercial, Professional	A	A	A	A/C	C	C/N	N
Industrial, Manufacturing, Utilities, Agriculture	A	A	A	A	A/C	C/N	N
<p><i>A = Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.</i></p> <p><i>C = Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.</i></p> <p><i>N = Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.</i></p> <p><i>U = Clearly Unacceptable - New construction or development should generally not be undertaken.</i></p> <p><i>Source: Noise Element of the Los Angeles City General Plan – Exhibit I</i></p>							

### *Los Angeles Municipal Code*

The LAMC contains a number of regulations that would apply to the Project's temporary construction activities and long-term operations.

Section 112.03 “Construction Noise” instructs that “Noise due to construction or repair work shall be regulated as provided by Section 41.40 of this Code.” Section 41.40(a) would prohibit the Project’s construction activities from occurring between the hours of 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c) would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. on any Saturday, or on any Sunday or national holiday.

**SEC.41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN PROHIBITED**

- (a) *No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.*
- (c) *No person, other than an individual homeowner engaged in the repair or construction of his single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specific...*

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated within 500 feet of residential zones. Of particular importance is subdivision (a), which institutes a maximum noise limit of 75 dBA at 50 feet for the types of construction vehicles and equipment that would be required for the Project’s construction. However, the LAMC notes that these limitations would not necessarily apply if it can be proven that compliance would be technically infeasible despite the use of noise-reducing means or methods.

#### SEC.112.05 MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS

*Between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:*

- (a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;*
- (b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;*
- (c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.*

*Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques during the operation of the equipment.*

Section 112.01 of the LAMC would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems, etc.) from exceeding the ambient noise levels of adjacent properties by more than 5 dBA.

#### SEC.112.01 RADIOS, TELEVISION SETS, AND SIMILAR DEVICES

- (a) It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.*
- (b) Any noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the*

*noise source, within any residential zone of the City or within 500 feet thereof, shall be a violation of the provisions of this section.*

- (c) *Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.*

### **Federal Transit Administration (FTA)**

For the evaluation of construction-related vibration impacts, Federal Transit Administration (FTA) guidelines and recommendations are used given the absence of applicable federal, County, or City standards specific to temporary construction activities.

Though not regulatory in nature, the FTA has established vibration impact criteria for buildings and other structures, as building and structural damage is generally the foremost concern when evaluating the impacts of construction-related vibration. Table XIII-3 shows the FTA's vibration guidelines for building and structural damage.

**Table XIII-3  
FTA Construction Vibration Damage Criteria**

<b>Building Category</b>	<b>PPV (in/sec)</b>
I. Reinforced concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12
<i>Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, September 2018.</i>	

## **Existing Conditions**

### **Project Site**

The northern portion of the Project Site is currently improved with a single-story, multi-tenant commercial plaza and a single-story, multi-tenant industrial building, both with associated surface parking. The southern portion of the site is improved with an approximately 7,760 square-foot restaurant and its associated surface parking. This restaurant use would be preserved as part of the Project. However, its existing surface parking would be removed.

## **Noise-Sensitive Receptors**

The Project is located in a neighborhood with a mixture of commercial, industrial, and residential uses. The closest noise-sensitive receptors to the Project Site are as follows:

- Extended Stay America Hotel: This receptor is located at 6531 S. Sepulveda Boulevard, approximately 70 feet south of the Project Site.
- Sepulveda Boulevard Residences: This receptor consists of two multi-family residential uses that are located south of the Project along Sepulveda Boulevard. The closest multi-family residential use, Hanover West LA (6711 S. Sepulveda Blvd.), is located approximately 350 feet south of the Project Site. An additional multi-family residential use is currently under construction at 6733 S. Sepulveda Boulevard and would likely be leased and occupied prior to the start of the Project's construction. This future receptor is located approximately 465 feet south of the Project.
- Single-Family Residences: This receptor consists of single-family residences located along Arizona Avenue and Riggs Place on a bluff to the south of the Project Site. The closest residential structure associated with this receptor is a home located at 6868 Arizona Avenue, approximately 680 feet south of the Project Site. However, the backyards of some Riggs Place residences are located approximately 520 feet south of the Project Site.

Other noise-sensitive receptors are located at greater distances from the Project and would experience lesser noise impacts than these receptors. As such, the following analysis focuses on the Extended Stay America Hotel, Sepulveda Boulevard Residences, and Single-Family Residences receptors in order to assess the significance of the Project's potential noise impacts.

A map showing the location of the Project and nearby sensitive receptors is included on page 1 of Appendix G.

## **Existing Ambient Noise Conditions**

On May 13, 2021, noise measurements were obtained at four locations near the Project Site to aid in the characterization of daytime ambient noise conditions surrounding the Project and its nearest sensitive receptors. At locations of sensitive receptors the primary source of noise levels was vehicular traffic along nearby roadways, though secondary noises from surrounding commercial uses and residential landscaping activities were intermittently audible. The measured noise levels are shown on Table XIII-4.

**Table XIII-4  
Existing Noise Levels**

<b>Noise Measurement Location</b>	<b>Sound Level (dBA L<sub>eq</sub>)</b>
1. Arizona Ave. – Gap between industrial district and residential neighborhood.	50.9
2. Near intersection of Centinela Ave. and Arizona Ave.	65.4
3. Sepulveda Blvd.	68.4
4. Arizona Ave. – Northern terminus near 6868 Arizona Ave.	55.7
<i>Source: NTEC, 2021. Refer to Appendix G.</i>	

**a) Generation of a substantial temporary or permanent increase in ambient noise levels in vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

**Less Than Significant With Mitigation Incorporated.** The Project would generate noise during the construction and operational phases. Below is an analysis of the Project's noise levels and whether these levels would result in a substantial temporary or permanent increase in ambient noise levels in vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

## **Construction**

### ***Construction Noise Threshold***

Construction noise impacts could be considered significant if the following occurred:

- Construction activities lasting more than one day would exceed existing ambient exterior sound levels by 10 dBA (hourly L<sub>eq</sub>) or more at a noise-sensitive use;
- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA (hourly L<sub>eq</sub>) or more at a noise-sensitive use; or
- Construction activities would exceed the ambient noise level by 5 dBA at a noise-sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at any time on a Sunday.

## ***Construction Noise Impacts***

### ***On-Site Construction Activities***

Project construction would occur over an estimated 41 months. Construction would be permitted between the hours of 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with Section 41.40(a) of the LAMC. On Saturdays, construction activities would be permitted to occur between 8:00 A.M. and 6:00 P.M.

Noise from demolition and grading activities is typically the foremost concern when evaluating a project's construction noise impact, as these activities often require extensive use of heavy-duty, diesel-powered earthmoving equipment, which are the loudest pieces of construction equipment. This analysis assesses noise impacts that may result from the Project's demolition and grading phases. The analysis also assesses noise impacts associated with the Project's relocation of sewer infrastructure, which would require trenching and other construction activities to take place off-site within the Sepulveda Boulevard and Centinela Avenue right of ways.

### ***Sewer Infrastructure Relocation***

To allow for development of the Project, a new 8-inch sewer line would be installed in Sepulveda Boulevard, traveling north to Centinela Avenue. From here, the line would travel northwest under Centinela Avenue to reconnect to an existing sewer line at the intersection of Centinela Avenue and Arizona Avenue. Installation of the new sewer line would require trenching along Sepulveda Boulevard and Centinela Avenue, placing new sewer pipes and constructing new manholes, backfilling the trench, and then re-paving the roadway surface. Digging and later backfilling the trench would require extensive activities from either an excavator or a backhoe. Excavators can produce noise levels of 75.9 dBA  $L_{eq}$  at 50 feet when performing work cycles; backhoes can similarly produce noise levels of 75.8 dBA  $L_{eq}$  at 50 feet when performing work cycles. Either vehicle would operate in a relatively stationary position while performing work cycles associated with the digging and backfilling of the sewer line trench. This fixed positioning means that, at times, an excavator or a backhoe may operate rather continuously in a set position at minimum or reduced noise source-to-receptor distances. However, neither an excavator nor a backhoe would work at exactly the minimum receptor distances for the entire duration of sewer infrastructure relocation activities. Excavator or backhoe work would move along the path of the proposed sewer trench from hour to hour and day to day, and noise levels at receptors would fluctuate accordingly. Nevertheless, noise impacts from excavator or backhoe usage during the Project's sewer infrastructure relocation phase have been conservatively modeled by assuming that an entire workday's operations would occur at fixed, reduced noise source-to-receptor distances.

Table XIII-5 shows the estimated noise impacts that would result from excavator or backhoe usage during the Project's sewer infrastructure relocation phase. As shown, noise increases due to excavator or backhoe usage would be below the 5 dBA  $L_{eq}$

threshold of significance for daytime construction activities lasting more than 10 days in a three-month period at all receptors.<sup>66</sup>

**Table XIII-5  
Construction Noise Levels – Sewer Infrastructure Relocation**

<b>Receptor</b>	<b>Construction Noise Level (dBA L<sub>eq</sub>)</b>	<b>Existing Ambient Noise Level (dBA L<sub>eq</sub>)</b>	<b>New Noise Level (dBA L<sub>eq</sub>)</b>	<b>Increase</b>
<i>Equipment: Excavator or Backhoe</i>				
Extended Stay America Hotel	59.7	68.4	68.9	0.5
Sepulveda Boulevard Residences	52.6	68.4	68.5	0.1
Single-Family Residences	37.8	55.7	55.8	0.1
<i>Source: NTEC, 2021. Refer to Appendix G.</i>				

### *Demolition*

Demolition would involve the removal of the majority of the site's existing improvements, which include structures, paved areas (i.e., asphalt parking areas and a driveway), and any slab foundations. The bulk of demolition activity would be characterized by an excavator demolishing site features and depositing debris into haul trucks or dumpsters. Loaders would assist by removing asphalt surfaces and depositing asphalt and other demolition debris in haul trucks or dumpsters. As noted earlier, excavators can produce maximum noise levels of 75.9 dBA L<sub>eq</sub> at 50 feet when performing work cycles, and they often operate in relatively stationary positions while doing so. This fixed positioning means that, at times, an excavator may operate rather continuously in a set position at a minimum or reduced Project-to-receptor distance. However, an excavator would not work at exactly the minimum Project-to-receptor distances for the entire duration of demolition activities; excavator work would move across the approximate two-acre construction site from hour to hour and day to day, and noise levels at receptors would fluctuate accordingly. Loaders can produce noise levels of 72.4 dBA L<sub>eq</sub> when performing work cycles, and loader operations are more mobile in nature. As a result, loaders would not work at exactly the minimum Project-to-receptor distances for any appreciable amount of time. Loader operations would move about the site, and noise levels at receptors would fluctuate accordingly. Despite the fact that the required excavator and loaders would not operate continuously at minimum Project-to-receptor distances, the noise impacts from

<sup>66</sup> *Note: As no sewer infrastructure relocation-related construction activities would occur within 500 feet of any residential zones, LAMC Section 112.05 would not apply to this construction phase.*



these vehicles' usage have been conservatively modeled by assuming that an entire workday's operations would occur at fixed, reduced source-to-receptor distances.

Table XIII-6 shows the estimated noise levels that would result from excavator and loader usage during the Project's demolition phase. As shown, noise increases due to excavator and loader usage could exceed the 5 dBA  $L_{eq}$  threshold of significance for daytime construction activities lasting more than 10 days in a three-month period at Sepulveda Boulevard Residences. Without mitigation, the Project's construction noise impact from demolition could be significant at the Sepulveda Boulevard Residences. However, Mitigation Measure NOISE-1 (listed below at the end of the Noise analysis) from the 2020-2045 RTP/SCS Program EIR (amended for Project specifics) has been identified for the Project that includes various measures to reduce construction noise levels, including such measures as the use of temporary noise barriers, scheduling of construction activities, proper equipment maintenance, strategic siting of equipment, etc. With implementation of Mitigation Measure NOISE-1, this impact would be reduced to less than significant.

**Table XIII-6  
Construction Noise Levels – Demolition (Unmitigated)**

Receptor	Construction Noise Level (dBA $L_{eq}$ )	Existing Ambient Noise Level (dBA $L_{eq}$ )	New Noise Level (dBA $L_{eq}$ )	Increase
<i>Equipment: Excavator and Two Loaders</i>				
Extended Stay America Hotel	71.5	68.4	73.3	4.8
Sepulveda Boulevard Residences	58.7	50.9	59.4	8.5
Single-Family Residences	55.3	55.7	58.5	2.8
<i>Source: NTEC, 2021. Refer to Appendix G.</i>				

### Grading

Grading would involve excavating approximately 30,000 cubic yards of cut soils for the Project's foundation and one subterranean parking level. An excavator would be required to excavate for the Project, and a front-end loader and bulldozer would likely be required for other various earthmoving tasks. As noted earlier, excavators can produce maximum noise levels of 75.9 dBA  $L_{eq}$  at 50 feet during work cycles, while loaders can produce maximum noise levels of 72.4 dBA  $L_{eq}$  at 50 feet. Bulldozers can produce maximum noise levels of 80.0 dBA  $L_{eq}$  when pushing dirt or other debris. Similar to the previous analysis, the noise impacts from these vehicles' usage have been conservatively modeled by assuming that an entire workday's operations would occur at fixed, reduced source-to-receptor distances.

Table XIII-7 shows the estimated noise impacts from excavator, loader, and bulldozer usage during the Project's grading phase. As shown, noise increases due to grading activities could exceed the 5 dBA Leq threshold of significance for daytime construction activities lasting more than 10 days in a three-month period at the Extended Stay America Hotel and the Sepulveda Boulevard Residences. However, Mitigation Measure NOISE-1 (listed below at the end of the Noise analysis) from the 2020-2045 RTP/SCS Program EIR (amended for Project specifics) has been identified for the Project that includes various measures to reduce construction noise levels, including such measures as the use of temporary noise barriers, scheduling of construction activities, proper equipment maintenance, strategic siting of equipment, etc. With implementation of Mitigation Measure NOISE-1, this impact would be reduced to less than significant.

**Table XIII-7  
Construction Noise Levels – Grading (Unmitigated)**

<b>Receptor</b>	<b>Construction Noise Level (dBA Leq)</b>	<b>Existing Ambient Noise Level (dBA Leq)</b>	<b>New Noise Level (dBA Leq)</b>	<b>Increase</b>
<i>Equipment: Excavator, Loader, and Bulldozer</i>				
Extended Stay America Hotel	78.4	68.5	75.3	6.8
Sepulveda Boulevard Residences	61.5	50.9	61.9	11.0
Single-Family Residences	58.1	55.7	60.1	4.4
<i>Source: NTEC, 2021. Refer to Appendix G.</i>				

#### *Off-Site Construction Activities*

Section 112.05 of the LAMC does not regulate off-site noise emissions from road legal trucks such as delivery vehicles, concrete mixing trucks, pumping trucks, haul trucks, and worker vehicles. However, the operations of these vehicles would still comply with the construction restrictions set forth by Section 41.40 of the LAMC.

Trucks and other construction-related vehicles would access the Project site over the course of all construction phases. During the Project's grading phase, an estimated 1,875 loaded haul trips (or 3,750 one-way trips of both loaded and empty trucks) would be required to export roughly 30,000 cubic yards of cut soils to a regional landfill. Over the course of the Project's 4.5-month grading phase, this is unlikely to generate more than a maximum 30 haul trips (60 one-way trips) per workday. Over an eight-hour workday, this would correspond with an average of less than eight one-way trips per hour (about one

haul trip every eight minutes). As estimated using the FHWA's TNM 2.5 software, eight haul trips per hour would be capable of generating a noise level of 54.7 dBA  $L_{eq}$  at a distance of 50 feet. This would not be capable of causing discernible noise increases along Sepulveda Boulevard, Howard Hughes Parkway, and any other roadway(s) that haul trucks might utilize, much less a 5 dBA  $L_{eq}$  increase over the course of a workday. Daytime noise levels along Sepulveda Boulevard were measured to be 68.5 dBA  $L_{eq}$ , and noise levels along Howard Hughes Parkway also are likely to exceed 60 dBA  $L_{eq}$  during daytime construction hours. Therefore the Project's noise impact from off-site construction sources would be less than significant.

## **Operation**

### ***On-Site Operational Noise***

The Project's potential on-site operational noise sources are identified and discussed below.

#### **Mechanical Equipment**

Regulatory compliance with LAMC Section 112.02 would ultimately ensure that noise from mechanical sources such as heating, air conditioning, and ventilation systems do not increase ambient noise levels at neighboring occupied properties by more than 5 dBA. Given this regulation, distances to receptors, elevated surrounding ambient noise levels, and the relatively quiet operation of modern HVAC systems, it is unlikely that the Project's HVAC systems would be capable of increasing off-site noise levels by a discernable degree. Furthermore, many surrounding land uses, both commercial and residential, also contain rooftop-mounted HVAC equipment or noisier packaged systems. The Project's existing uses also contain rooftop-mounted HVAC equipment. Given these considerations, the Project's HVAC systems would not have a substantial effect on surrounding ambient noise conditions, nor would they introduce a new major source of noise to the location.

Pool filtering and pumping equipment would also be regulated by LAMC Section 112.02. This equipment would be enclosed in mechanical rooms located within the Project's building envelope and would not be audible at any surrounding receptors.

#### **Auto-Related Activities**

The Project would include 520 parking spaces in one subterranean, one at-grade, and two above-ground parking levels. The Project's parking facilities and the intermittent noises associated with them (e.g., doors slamming, engines starting, etc.) would have a nominal effect on surrounding exterior noise levels for a number of reasons. First, one level of Project parking would be entirely subterranean. Second, the Project features a design where the residential units would "wrap-around" the majority of the at-grade and above-grade parking levels and contain parking-related noises to within the garage

structure. Also, according to FTA equations for the prediction of parking facility noise impacts, a facility with an hourly activity of 204 vehicles (equal to the Project's maximum gross peak-hour trip generation) would be expected to result in a noise level of just 49.5 dBA  $L_{eq}$  at a reference distance of 50 feet.<sup>67</sup> This noise level would not contribute to discernible noise increases at nearby sensitive receptors, the nearest of which is located approximately 70 feet south of the Project. Finally, the Project Site contains dozens of existing uncovered surface parking spaces. Given that the existing surface parking lot possesses no attenuating features, such as underground parking spaces or a wrap-around design, it is possible that the Project could result in a decrease of auto-related noises as compared to the Project Site's existing use.

### Amenity Space/Open Space

The primary source of noise associated with the Project's balconies and shared amenity areas would be speech/conversation from Project users. Vocal noise from speech and conversation averages between 55 and 67 dBA at a reference distance of one meter, in proportion to background noise levels.<sup>68</sup> Given the rapid attenuation of speech/conversation and the Project's surrounding ambient noise levels, it is unlikely that vocal noises from outdoor users would be audible at nearby sensitive receptors, let alone capable of causing or contributing to significant noise increases. The Project's balconies would be located approximately 70 feet from the nearest noise-sensitive receptor. Additionally the massing of the Project itself would fully impede any line of sight noise paths from the Project's central pool and courtyard areas to nearby sensitive receptors. Overall, reasonable use of the Project's exterior amenity spaces and other open spaces would not be expected to result in discernible noise increases at nearby sensitive receptors.

### Restaurant Space

The Project's proposed 3,700 square feet of new restaurant space would be oriented towards Sepulveda Boulevard. Outdoor dining area associated with this restaurant use would thus be located in a high-noise environment that is approximately 200 feet north of the nearest sensitive receptor, which are also located along Sepulveda Boulevard and subject to similar elevated noise levels. Given these considerations, reasonable use of the Project's new outdoor dining areas and restaurant space would not have any realistic potential to result in substantial increases in surrounding exterior ambient noise levels at nearby sensitive receptors. Noise levels along Sepulveda Boulevard would continue to be dominated by this roadway's traffic.

The Project's preservation and continued operations of the existing Dinah's Family Restaurant would not constitute a change to the environment (though moving this

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<sup>67</sup> Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, September 2018.

<sup>68</sup> EPA, *Speech Levels in Various Noise Environments*, May 1977.

restaurant's uncovered surface parking to within a parking garage would reduce noise associated with its parking).

Overall, the Project is located along an urbanized corridor with similar existing land uses and accompanying noise sources. The Project is located near of a number of other multi-story multi-family residential buildings, and Sepulveda Boulevard contains any number of street-facing commercial uses (including the Project's existing Dinah's Family Restaurant). The Project is therefore consistent with nearby land use types and patterns, and it would not alter the noise environment of its surroundings by a substantial degree or the minimum 3 dBA CNEL increase that would represent a significant impact. As a result, the impact of the Project's on-site operational noise sources would be less than significant.

### ***Off-Site Operational Noise***

On a typical weekday, the Project is estimated to result in 1,154 net new daily trips, including 102 net new A.M. peak-hour trips and 89 net new P.M. peak-hour trips.<sup>69</sup> The majority of the Project's inbound and outbound trips would access and depart the Project via Arizona Avenue and Sepulveda Boulevard. As shown on Table XIII-8, the Project's maximum hourly traffic-related noise levels along Sepulveda Boulevard are estimated to be well-below noise levels associated with this roadway, which were measured to be in excess of 65 dBA  $L_{eq}$  during an off-peak traffic period; roadside noise levels during peak travel times would likely be greater than this measured level. As a result, the Project's traffic-related noise levels, which are estimated to be no greater than 52.5 dBA  $L_{eq}$  for Sepulveda Boulevard, would have no potential to increase noise levels along this roadway by greater than the minimum 3 dBA CNEL increase that would represent a significant impact. Regarding Arizona Avenue, this roadway segment to the west of the Project contains mainly commercial uses and no roadside noise-sensitive receptors. The Project's maximum hourly traffic-related noise levels along Arizona Avenue, which are estimated to be no greater than 52.6 dBA  $L_{eq}$ , would not cause or contribute to "normally unacceptable" or "clearly unacceptable" ambient noise levels of 75 dBA CNEL or greater for commercial uses along this roadway, as per the City's "Guidelines for Noise Compatible Land Use" (refer to Table XIII-2). As Project-related traffic would not cause roadside noise levels to increase by a minimum 3 dBA CNEL to or within a receiving land uses "normally unacceptable" or "clearly unacceptable" noise and land use compatibility category, nor would Project-related traffic result in a 5 dBA or greater noise level increase to any roadside sensitive receptor, the Project's off-site operational noise impact from its related traffic generation would be less than significant.

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<sup>69</sup> LADOT Transportation Assessment Memorandum of Understanding and Linscott, Law & Greenspan, Engineers, per ITE 10<sup>th</sup> ed. Methodology. Project would generate 1,062 net new daily trips per the City's VMT Calculator version 1.3. For purposes of conservative analysis, the higher daily trip number identified by the ITE 10<sup>th</sup> ed. methodology was used to assess off-site operational noise.

**Table XIII-8  
Project-Related Traffic Noise Levels**

Location	Noise Level – dBA L <sub>eq</sub>	
	A.M. Peak Hour	P.M. Peak Hour
Sepulveda Blvd., S of Project – 50 feet from centerline	52.5	50.4
Arizona Ave., W of Project – 30 feet from centerline	52.0	52.6
<i>Source: NTEC, 2021.</i>		

**b) Generation of excessive groundborne vibration or groundborne noise levels?**

**Less Than Significant Impact.** Grading and paving activities would require the use of vibratory compacting equipment, including a vibratory roller. Vibratory rollers can produce vibration levels of 0.210 inches per second PPV at a reference distance of 25 feet according to the FTA.<sup>70</sup> The Project’s other construction vehicles, including earthmoving equipment, would not be capable of generating such vibration levels. As shown on Table XIII-9, vibration levels from vibratory roller usage would not exceed FTA building damage thresholds at any of the nearest off-site structures. Therefore, the Project’s construction-related vibration impact would be less than significant.

The existing Dinah’s Family Restaurant building would be exposed to Project-related construction vibrations throughout the course of construction. Historical or “character-defining” features of Dinah’s Family Restaurant that would be particularly sensitive to any construction-related vibrations are generally limited to the building’s stucco cladding and stone accent cladding. The age and qualities of this cladding would subject Dinah’s Family Restaurant to the FTA’s Class III building category for buildings consisting of non-engineered timber and masonry. The threshold for this class of building is 0.2 inches per second PPV. The construction of Dinah’s Family Restaurant is more substantial than “non-engineered timber and masonry,” but the age and condition of its plaster stucco cladding would qualify it for this particular building class designation and vibration threshold, conservatively.

As discussed earlier, the Project’s use of vibratory rollers and other construction vehicles could expose nearby buildings to groundborne vibrations. Given the proximity of Dinah’s Family Restaurant to the Project’s construction activities, vibratory rollers could generate groundborne vibrations in excess of 0.5 inch per second PPV at Dinah’s Family Restaurant, which would exceed its 0.2 inches per second PPV threshold. Such vibration levels could exacerbate any existing damage to the building’s stucco and stone accent

<sup>70</sup> Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, September 2018.

cladding or contribute to increased rates of deterioration by causing cracking and loosening of stucco or masonry grout.

**Table XIII-9  
Building Damage Vibration Levels at Off-Site Structures**

Off-Site Structures	Distance to Project Site (feet) <sup>1</sup>	Condition	Significance Criteria (in/sec PPV)	Impact (in/sec PPV)	Significant?
<i>Equipment: Vibratory Roller</i>					
6300 Arizona Circle (Commercial)	70	I. Reinforced concrete, steel, or timber	0.5	0.068	No
6305 Arizona Circle (Commercial)	75	I. Reinforced concrete, steel, or timber	0.5	0.063	No
6531 Sepulveda Blvd. (Extended Stay America)	80	I. Reinforced concrete, steel, or timber	0.5	0.058	No
6601 Center Drive (Commercial)	190	I. Reinforced concrete, steel, or timber	0.5	0.023	No
6101 Centinela Ave. (Commercial)	100	I. Reinforced concrete, steel, or timber	0.5	0.046	No
<sup>1</sup> For 6601 Center Drive and 6101 Centinela Avenue, distances have been measured to the locations of the Project's proposed sewer infrastructure relocation activities, which would occur offsite.  Source: NTEC, 2021. Reference vibration levels obtained from the FTA's 2018 Transit Noise and Vibration Impact Assessment manual.					

However, it is important to note that some construction activities would occur to Dinah's Family Restaurant itself, concurrent with other sitewide construction activities. For example, the rear "take-out" portion of the building would be demolished entirely, and columns would be constructed in the western interior space of the restaurant to support the cantilevered section of the Project's new construction. The FTA methodology utilized by this analysis contains no guidance for the assessment of vibration impacts to a building that is itself under construction, but the building's partial demolition and column installation would inevitably subject the building to routine construction-related vibrations from impact tools and other sources, likely in excess of FTA thresholds. This is not an impact; vibration is an inherent byproduct, and in some cases the goal, of the types of demolition and construction work that would be necessary.<sup>71</sup> The Project would retain character-defining features such as the restaurant's stucco and stone accent cladding, though some features affected by the proposed partial demolition and column installation

<sup>71</sup> FTA thresholds are designed to protect buildings from vibration-induced damage. Demolishing a building by ramming it with equipment, sawing it, or hitting it with sledgehammers naturally runs contrary to that approach because building damage is a goal of demolition.

would reasonably require follow-up maintenance and rehabilitation work in order to bring the building back into operations and preserve its character-defining features.

The proposed partial demolition and construction work to Dinah's Family Restaurant, as well as necessary follow-up maintenance and rehabilitation work, puts the Project's potential construction-related vibration impact to the restaurant into perspective: though the Project's use of vibratory rollers and other construction equipment may expose Dinah's Family Restaurant to vibrations in excess of its 0.2 inches per second PPV threshold, any resultant impacts and mitigation would be moot for the following reasons: (1) The Project proposes to demolish a portion of Dinah's Family Restaurant that would be exposed to construction-related vibrations; (2) Demolition and other major structural renovations to Dinah's Family Restaurant would likely have a far greater impact on the condition of the restaurant's stucco and stone accent cladding (and other architectural features) than other non-Dinah's-related construction activities would; and (3) Follow-up maintenance and rehabilitation work of Dinah's Family Restaurant is a key component of the Project, so any architectural damages caused by the Project's construction would be repaired as part of the Project.

Thus, any exposure of Dinah's Family Restaurant to vibration levels in excess of 0.2 inches per second PPV would be largely irrelevant due to the proposed demolition and construction to Dinah's Family Restaurant and the follow-up maintenance and rehabilitation work that such activities would entail – the FTA vibration thresholds are not intended to apply to buildings that are themselves in a state of demolition or construction. Any architectural damages to the restaurant's stucco and stone accent cladding, or other features, whether they are caused by demolition and construction activities to the restaurant itself or activities related to other sitewide construction, would be repaired and preserved in a manner that is consistent with the findings of the Project's *Historical Resources Technical Report*. The Project intends to preserve and maintain Dinah's Family Restaurant: it is possible that the restaurant would exit the Project in better structural, cosmetic, and architectural condition than it entered.

Notwithstanding this analysis, Mitigation Measure NOISE-2 listed below has been prescribed to monitor and manage the effects of the Project's construction-related vibrations on Dinah's Family Restaurant and to ensure that the risk of incidental vibration damages to the restaurant are minimized as feasible, given that the restaurant itself would be subject to partial demolition and construction activities as part of the Project. Implementation of this mitigation measure would ensure that the Project would not result in significant construction-related vibration impacts.

During Project operations, there would be no significant stationary sources of groundborne vibration, such as heavy equipment or industrial operations. The Project's related vehicle travel would not be considered a significant source of vibration, as vehicle travel rarely generates perceptible groundborne vibration. As a result, the Project's



potential to generate excessive ground-borne vibration levels due to its operations would be less than significant.

**c) For a project located within the vicinity of a private airstrip, 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.** Although the Project Site is located approximately two miles north of Los Angeles International Airport, the site is not located within this airport's influence area, its land use plan, or its 65 dB CNEL contour zone.<sup>72</sup> As a result, the Project would not expose people residing or working in the project area to excessive noise levels from aircraft, and no impacts related to this issue would occur as a result of the Project.

## **Cumulative Impacts**

### ***Construction***

As discussed previously, the Project's construction activities could temporarily increase ambient noise levels at nearby noise-sensitive land uses. However, following implementation of mitigation, such increases would be less than significant. Though the Project's construction is not anticipated to increase ambient noise levels at the Sepulveda Boulevard Residences and Single-Family Residences receptors by greater than 5 dBA  $L_{eq}$ , any other developments that are built at the same time as the Project could contribute to additional increases in noise levels at these receptors and result in cumulatively considerable impacts. However, only one such related project is located within 500 feet of these receptors at the time of this report, a multifamily apartment building that is currently under construction at 6733 S. Sepulveda Boulevard. As discussed previously, this development would most likely be fully constructed, leased, and occupied by the time that the Project's construction begins. As a result, this related project would not contribute to cumulative construction noise levels at shared sensitive receptors. In fact, and as previously addressed, this related project would instead be a future sensitive receptor to the Project. Other related projects are located over 500 feet from the Project's sensitive receptors and would contribute nominally to cumulative construction noise levels at these receptors. As discussed previously, with mitigation, the Project's construction noise impact would be less than significant. Therefore, cumulative construction noise impacts would be less than significant.

Concerning vibration, the Project would generate minimal construction-related groundborne vibrations at the nearest surrounding structures, far below thresholds associated with building damage. As related construction projects would be located hundreds of feet from shared vibration receptors, there is no potential for cumulatively considerable vibration impacts at shared receptors. Additionally, the presence of multiple

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<sup>72</sup> Los Angeles County Airport Land Use Commission GIS Interactive Map (A-Net). [lacounty.maps.arcgis.com](http://lacounty.maps.arcgis.com), accessed August 6, 2021.

vibration sources rarely results in cumulative increases in groundborne vibration levels. In general, more vibration sources result in more vibration peaks (i.e., PPV groundborne vibration signals), not necessarily higher peaks, because the probabilities of constructive wave interference are extremely small. Therefore, cumulative construction vibration impacts would be less than significant.

### **Operation**

As discussed earlier, the Project's on-site operational noise sources, such as roof-mounted HVAC equipment, would have a minimal effect on surrounding ambient noise levels. Additionally, the Project's net new trip generation would not contribute to substantial or even discernible increases in roadside noise levels. The effect of the Project's operations on surrounding ambient noise conditions would be minimal and therefore would not contribute meaningfully to any cumulatively considerable noise increases. Therefore, cumulative operational noise impacts would be less than significant.

### **Mitigation Measures (Noise)**

As discussed above, without mitigation, the Project could result in a significant construction-related noise impact. PRC Section 21151.2 requires that a TPP incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs. Prior applicable EIRs include SCAG's 2016-2040 RTP/SCS and the 2020-2045 RTP/SCS Program EIRs. The City has chosen to incorporate applicable portions of Mitigation Measure PMM NOISE-1 from the 2020-2045 RTP/SCS Program EIR, which is more recent than the 2016-2040 RTP/SCS Program EIR. As shown on Tables XIII-10 and XIII-11, with implementation of this mitigation measure (as amended for Project specifics), the Project's construction-related noise impact would be less than significant.

**NOISE-1:** The Project shall incorporate the following applicable measures from the 2020-2045 RTP/SCS Mitigation Measure "PMM NOISE-1" (as amended to address Project-specific impacts) to reduce the impact of construction-related noise on the Extended Stay America Hotel and the Sepulveda Boulevard Residences:

- (a) Install temporary noise barriers during construction. Temporary noise barriers shall be installed along the southern perimeter of the Project Site where the existing parking lot abuts the Extended Stay America Hotel Property. The noise barrier shall be at least 20 feet in height and rated for a transmission loss that is no less than 25 dBA. The noise barrier shall not have any gaps or holes between the panels or at the bottom that may compromise its effectiveness. The supporting structure shall be engineered and erected in order to comply with LAMC noise requirements, including those set forth in Chapter XI, Article 2 of the LAMC.

- (b) Schedule construction activities consistent with the allowable hours pursuant to the City of Los Angeles general plan noise element or noise ordinance.
- (c) Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off hours), along with permitted construction days and hours, complain procedures, and who to notify in the event of a problem.
- (d) Notify neighbors and occupants within 300 feet of the Project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.
- (e) Designate an on-site construction complaint and enforcement manager for the Project.
- (f) Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. Construction equipment shall comply with noise limits in LAMC Section 112.05.
- (g) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. Construction equipment shall comply with noise limits in LAMC Section 112.05.

- (h) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction. Construction equipment shall comply with noise limits in LAMC Section 112.05.
- (i) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction. Construction equipment shall comply with noise limits in LAMC Section 112.05.

**Table XIII-10  
Construction Noise Levels – Demolition (Mitigated)**

Receptor	Construction Noise Level (dBA L <sub>eq</sub> )	Existing Ambient Noise Level (dBA L <sub>eq</sub> )	New Noise Level (dBA L <sub>eq</sub> )	Increase
<i>Equipment: Excavator and Two Loaders</i>				
Extended Stay America Hotel	56.5	68.5	68.8	0.3
Sepulveda Boulevard Residences	43.7	50.9	51.7	0.8
Single-Family Residences	55.3	55.7	58.5	2.8
<i>Source: NTEC, 2021. Refer to Appendix G.</i>				

**NOISE-2:** The Project Applicant shall retain the services of a qualified acoustical/vibration consultant or engineer to review the existing conditions, the proposed construction equipment and construction plan, including proposed locations of demolition, grading, and construction activities, and to develop and implement a vibration monitoring program capable of documenting and assessing construction-related ground or structure vibration levels in relation to Dinah's Family Restaurant. Pre-construction surveys shall be performed to document the conditions of the Dinah's Family Restaurant building. The vibration monitoring program shall be implemented and recorded during the Project's non-sewer relocation-related demolition, grading, and building construction phases, and shall include the following:

- Documentation, consisting of video and/or photographic documentation of damage-prone areas (i.e., any deteriorated stucco or stone accent cladding) and other character-defining features of historical interest that may reasonably be damaged by construction-related vibrations.
- During non-sewer relocation-related demolition, grading, and building construction phases, a vibration monitoring system shall continuously measure and store the vibration levels in inches per second PPV. The system may measure vibration from a location immediately adjacent to Dinah's Family Restaurant or via sensors located directly on character-defining features of Dinah's Family Restaurant itself. The system shall provide real-time alerts to the designated acoustical/vibration consultant or engineer, or to a construction representative, immediately when a vibration level of 0.2 inches per second PPV is measured.
- In the event the 0.2 inches per second PPV threshold is triggered, or if noticeable architectural damage becomes evident to the Project contractor, work shall immediately stop in the area of the Dinah's Family Restaurant building until the source of vibration generation has been identified and measures have been taken to prevent vibration-related damage to the building. An inspection of the Dinah's Family Restaurant building for potential architectural damage shall be conducted, the results of which shall be logged. Construction activities may then resume if the acoustical/vibration consultant or engineer and the Project contractor confirm that no vibration-induced damages have occurred. If damage is apparent, the acoustical/vibration consultant or engineer and the Project contractor shall take measures to reduce construction-related vibration levels and ensure that no further damage occurs.

**Table XIII-11  
Construction Noise Levels – Grading (Mitigated)**

<b>Receptor</b>	<b>Construction Noise Level (dBA L<sub>eq</sub>)</b>	<b>Existing Ambient Noise Level (dBA L<sub>eq</sub>)</b>	<b>New Noise Level (dBA L<sub>eq</sub>)</b>	<b>Increase</b>
<i>Equipment: Excavator, Loader, and Bulldozer</i>				
Extended Stay America Hotel	59.3	68.5	69.0	0.5
Sepulveda Boulevard Residences	56.5	50.9	52.2	1.3
Single-Family Residences	58.1	55.7	60.1	4.4
<i>Source: NTEC, 2021. Refer to Appendix G.</i>				

## XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**Less Than Significant Impact.** The Project Site is located within SCAG's jurisdiction. SCAG's mandated responsibilities include development plans and policies with respect to the region's population growth, transportation programs, air quality, housing, and economic development. The 2020-2045 RTP/SCS includes the following proposed growth forecast for population, households, and employment for the City:<sup>73</sup>

- Population: 3,933,800 persons in 2016 and 4,771,300 in 2045;
- Households: 1,367,000 households in 2016 and 1,793,000 in 2045; and
- Employment: 1,848,300 jobs in 2016 and 2,135,900 in 2045.

Table XIV-1 lists SCAG's forecasts for population, housing, employment, and persons-per-household rate for the City, as well as the number and percent change.<sup>74</sup>

<sup>73</sup> SCAG, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, Demographics and Growth Forecast, Table 14, <https://www.connectsocal.org/Documents/Adopted/0903fConnectSoCal-02-Plan.pdf>

<sup>74</sup> Employment information is provided for informational purposes only.

**Table XIV-1**  
**Population, Housing, Employment,**  
**and Persons-per-Household Forecasts for the City**  
**Based on the 2020-2045 RTP/SCS**

<b>Year</b>	<b>Population</b>	<b>Households</b>	<b>Employment<sup>1</sup></b>	<b>Person/Households</b>
2021 <sup>2</sup>	4,078,196	1,440,161	1,830,428	2.83
2026 <sup>3</sup>	4,222,593	1,513,669	1,894,068	2.79
2045	4,771,300	1,793,000	2,135,900	2.66
<b>Change 2021 to 2026<sup>3</sup></b>				
Number Changed	+144,397	+73,508	+63,640	-0.04
Percent Changed	+3.56%	+5.15%	+3.50%	-1.48%
<b>Change 2026 to 2045</b>				
Number Changed	+548,707	+279,331	+241,832	-0.13
Percent Changed	+12.99%	+18.45%	+12.76%	-4.60%
<sup>1</sup> Employment information is provided for informational purposes only. <sup>2</sup> Population, housing and employment rate data for 2021 (baseline year) and 2026 (anticipated buildout year of the Project) was calculated based on a linear interpolation of growth projections in SCAG's 2020-2045 RTP/SCS. <sup>3</sup> Represents a comparison of baseline year to Project buildout year.				

## **Project Impacts**

### **Construction**

The construction activities associated with the Project would create temporary construction-related jobs. Nevertheless the work requirements of most construction activities are highly specialized, so that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. Thus, construction workers would not be anticipated to relocate their residence to the Project area and would not induce substantial population growth and/or require permanent housing. Therefore, the Project's population growth impacts associated with construction activities would be less than significant.

### **Operation**

#### *Indirect Growth*

The Project includes infill development of a site that is located in an urbanized area. The Project would include relocation of a sewer line from the Project Site to the ROW near the



site. This relocation would allow for development of the Project on the Project Site but would not allow for expansion of new development. Otherwise, the Project would be served by existing infrastructure and would not require or include the development of any new utility or roadway infrastructure beyond what is required to accommodate the Project only. Thus, the Project would not indirectly induce substantial population growth, and no impacts related to indirect population growth would occur as a result of the Project.

#### *Direct Growth*

The 2.205-acre Project Site is currently developed with approximately 24,000 square feet of commercial uses, Dinah's restaurant, and associated surface parking. With the exception of Dinah's restaurant use, all existing uses would be demolished and removed from the Project Site, and the site would be developed with an eight-story, 362-unit multi-family residential building, with approximately 3,700 square feet of ground-floor restaurant (in addition to Dinah's). Forty-one of the multi-family residential units would be restricted to Very Low Income households. Based on *Transportation Assessment* prepared for the Project (refer to Appendix I), the Project would add a residential population of approximately 852 people to the Project Site. As shown on Table XIV-2, the Project's residential population and number of housing units would represent less than one percent of the forecasted growth between 2020 and 2026 and 2026 and 2045. Thus, the Project's population and housing growth would fall within the forecasted growth for the City. Thus, the Project would not represent substantial or significant unplanned growth as compared to projected growth for the City. Therefore, Project impacts related to population and housing growth would be less than significant.

**Table XIV-2  
Project Estimated Comparison for the City  
Based on the 2020-2045 RTP/SCS**

<b>Project</b>	<b>Comparison Amount<sup>1</sup></b>	<b>% of Comparison</b>
<b>As compared to Growth Forecast from 2021 to 2026</b>		
852 residents	+144,397	0.59%
362 units	+88,210	0.49%
<b>As compared to Growth Forecast from 2026 to 2045</b>		
852 residents	+548,707	0.15%
362 units	+279,331	0.12%
<sup>1</sup> Refer to Table XIV-1.		

**b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

**No Impact.** No people are living at the Project Site, and no housing is located on the Project Site. As such, the Project would not displace substantial numbers of existing

housing, necessitating the construction of replacement housing elsewhere, and no impacts related to this issue would occur.

## Cumulative Impacts

Of the six related projects listed on Table 3-2 on page 38 of the *Transportation Assessment* prepared for the Project (refer to Appendix I), four of the related projects are located in the City of Los Angeles and two are located in the City of Culver City. Because the City of Los Angeles has no jurisdiction over the City of Culver City, this analysis focused on growth in the City of Los Angeles.

Of the four related projects in the City, two of the related projects include development of residential uses (a total of 356 dwelling units), and the other two related projects include development of office uses (a total of 40,744 square feet). The office uses could create employment that can be filled from the existing workforce in the City, but office uses could provide new jobs that would attract new residents to the area. However, the more direct generator of potentially new residents is residential development.

Combined with the Project, the potential cumulative housing increase would be 718, and the potential cumulative residential population increase would be 1,758, based on the *Transportation Assessment* prepared for the Project (refer to Appendix I). As shown on Table XIV-3, cumulative population would represent approximately 1.01 percent of the forecasted population growth between 2020 and 2026, and cumulative housing growth would represent less than one percent of the forecasted housing growth between 2020 and 2026. Cumulative population and housing growth would represent less than one percent of the forecasted growth between 2026 and 2045. Thus, cumulative population and housing growth would fall within the forecasted growth for the City. Thus, cumulative development would not represent substantial or significant unplanned growth as compared to projected growth for the City. Therefore, cumulative impacts related to population and housing growth would be less than significant.

**Table XIV-3  
Cumulative Estimated Comparison for the City of Los Angeles**

<b>Project</b>	<b>Comparison Amount<sup>1</sup></b>	<b>% of Comparison</b>
<b>As compared to Growth Forecast from 2021 to 2026</b>		
1,758 residents	+173,276	1.21%
718 units	+88,210	0.97%
<b>As compared to Growth Forecast from 2026 to 2045</b>		
1,758 residents	+548,707	0.32%
718 units	+279,331	0.25%
<sup>1</sup> Refer to Table XIV-1.		

## XV. PUBLIC SERVICES

*Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### a) Fire protection?

**Less Than Significant Impact.** The 2.205-acre Project Site is currently developed with approximately 24,000 square feet of commercial uses, Dinah's restaurant, and associated surface parking. With the exception of Dinah's restaurant use, all existing uses would be demolished and removed from the Project Site, and the site would be developed with an eight-story, 362-unit multi-family residential building, with approximately 3,700 square feet of ground-floor restaurant (in addition to Dinah's). The proposed mixed-use development would be similar to other mixed-used developments already found in the Project Site area and region. Based on the *Transportation Assessment* prepared for the Project (refer to Appendix I), the Project would add a residential population of approximately 852 people to the Project Site. It should be noted that it is possible that all or some of the 852 residents could already live in the City with an existing demand for fire protection services and would relocate to the Project Site, thereby resulting in a proportional net increase or no net increase in the demand for fire protection services. This analysis conservatively assumes that all 852 residents would be new residents to the City.

The LAFD considers fire protection services for a project adequate if a project: (1) is within the maximum response distance for the land uses proposed; (2) complies with emergency access requirements; (3) complies with fire-flow requirements; and (4) complies with fire hydrant placement. Pursuant to LAMC Section 57.507.3.3, the maximum response

distance between a high-density residential/commercial neighborhood land use such as the Project and a LAFD station that houses an engine company is 1.5 miles and a LAFD station that houses a truck company is 2 miles. If these distances are exceeded, all structures shall be constructed with automatic fire sprinkler systems.

The Project Site is served by several fire stations, as shown on Table XV-1. As shown, the Project Site is located approximately 2.3 miles from LAFD Fire Station 5. Pursuant to the Fire Code, the proposed building would be required to include a fire sprinkler system, which it will do.

**Table XV-1  
Fire Stations Serving the Project Site**

No.	Address	Distance from Project Site (miles)
5	8900 Emerson Avenue	2.3
67	5451 Playa Vista Drive	2.5
58	5757 S. Fairfax Avenue	2.5
95	10010 International Road	3.6
Source: <a href="http://www.lafd.org/fire-stations/find-your-station">http://www.lafd.org/fire-stations/find-your-station</a>		

All ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City Building and Safety Department and LAFD standards and requirements for design and construction. Thus, the Project would not result in any significant impacts related to emergency access. Based on Section 57.507.3 of the LAMC, the approximate fire-flow requirement for a high-density residential/commercial neighborhood land use such as the Project is 4,000 gallons per minute from four hydrants flowing simultaneously with a residual pressure of 20 pounds per square inch. Final fire-flow demands, fire hydrant placement, and other fire protection equipment would be determined for the Project during LAFD's plan check process, and any necessary infrastructure improvements would be completed by the Project. Through compliance with these requirements, the Project would not cause the need for new or altered fire protection facilities, the construction of which could result in significant environmental impacts. Therefore, Project impacts related to fire protection services would be less than significant.

### **Cumulative Impacts**

Of the six related projects listed on Table 3-2 on page 38 of the *Transportation Assessment* prepared for the Project (refer to Appendix I), four of the related projects are located in the City of Los Angeles and two are located in the City of Culver City. Because the City of Los Angeles has no jurisdiction over the City of Culver City, this analysis focused on growth in the City of Los Angeles.

Implementation of the four related projects located in the City of Los Angeles, in concert with the Project, could result in a net increase in the number of residents and employees in the Project Site 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 proposed 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 projects located farther than specified distances from the nearest LAFD fire stations 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 proposed Project and related projects would contribute. Thus, cumulative development would not cause the need for new or altered fire protection facilities, the construction of which could result in significant environmental impacts. Therefore, the cumulative impact to fire protection services would be less than significant.

#### **b) Police protection?**

**Less Than Significant Impact.** The Project Site is located within the boundaries of LAPD's Pacific Community area (Reporting District 1466), which services a residential population of over 200,000 people.

#### **Construction**

Although there is the potential for Project construction to create an increase in demand for police protection services, the Project would provide security on the Project Site as needed and appropriate during the construction process. This security would include perimeter fencing, lighting, and security guards, thereby reducing the demand for LAPD services. The specific type and combination of construction site security features would depend on the phase of construction. The Applicant would install temporary construction fencing to secure the Project Site during the construction phase to 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 Sites 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 Sites, flagmen would be used to facilitate the traffic flow until such temporary street closures are complete.

Construction of the 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, Project construction impacts on police services would be less than significant.

## Operation

The 2.205-acre Project Site is currently developed with approximately 24,000 square feet of commercial uses, Dinah's restaurant, and associated surface parking. With the exception of Dinah's restaurant use, all existing uses would be demolished and removed from the Project Site, and the site would be developed with an eight-story, 362-unit multi-family residential building, with approximately 3,700 square feet of ground-floor restaurant (in addition to Dinah's). The proposed mixed-use development would be similar to other mixed-used developments already found in the Project Site area and region. Based on the *Transportation Assessment* prepared for the Project (refer to Appendix I), the Project would add a residential population of approximately 852 people to the Project Site. It should be noted that it is possible that all or some of the 852 residents could already live in the City with an existing demand for police protection services and would relocate to the Project Site, thereby resulting in a proportional net increase or no net increase in the demand for police protection services. This analysis conservatively assumes that all 852 residents would be new residents to the City.

According to the LAPD, According to the LAPD, the Project would have a minor impact on police protection services.<sup>75</sup> Additionally, in accordance with the City's practices, the Project developer would be required to refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," published by the LAPD. The Project would include standard security measures such as adequate security lighting, controlled residential access, and secure parking facilities. These measures for the Project shall be

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<sup>75</sup> LAPD, Michel R. Moore, Chief of Police, correspondence, January 17, 2022. Refer to Appendix H.

approved by the LAPD prior to the issuance of building permits. Further, the Applicant would be required to provide the Commanding Officer of the Pacific Community Police Station with a diagram of each portion of the Project. Through compliance with the requirements of the LAPD, the Project would not cause the need for new or altered police protection facilities, the construction of which could result in significant environmental impacts. Therefore, Project impacts related to police protection services would be less than significant.

## **Cumulative Impacts**

Of the six related projects listed on Table 3-2 on page 38 of the *Transportation Assessment* prepared for the Project (refer to Appendix I), four of the related projects are located in the City of Los Angeles and two are located in the City of Culver City. Because the City of Los Angeles has no jurisdiction over the City of Culver City, this analysis focused on growth in the City of Los Angeles.

Implementation of the four related projects located in the City of Los Angeles, in concert with the Project, could result in a net increase in the number of residents and employees in the Project Site area 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 proposed Project, the related projects would be subject to the review and oversight 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 proposed Project and related projects would contribute. According to the LAPD, the Project, combined with other past, present, or future projects, would not result in the need for new or altered police facilities.<sup>76</sup> Thus, cumulative development would not cause the need for new or altered police protection facilities, the construction of which could result in significant environmental impacts. Therefore, the cumulative impact to police protection services would be less than significant.

## **c) Schools?**

**Less Than Significant Impact.** Los Angeles Unified School District's (LAUSD) schools that serve the Project Site and area are shown on Table XV-2. As shown, the elementary school serving the Project Site and area has capacity of approximately 119 students, whereas the middle and schools are operating overcapacity. As shown on Table XV-3, the Project would generate a total of approximately 158 students. It should be noted that it is possible that all or some of the estimated Project students could already live in the

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<sup>76</sup> *Ibid.*

City with an existing demand for school services and would relocate to the Project Site, thereby resulting in a proportional net increase or no net increase in the demand for school services. This analysis conservatively assumes that all estimated Project students would be new students to the City. As stated, the elementary school serving the Project Site and area is currently operating under capacity, while the middle and high schools serving the Project Site and area are operating over capacity. However, pursuant to California Government Code Section 65995, payment of the school fees established by the LAUSD in accordance with existing rules and regulations regarding the calculation and payment of such fees would, by law, provide full and complete mitigation for any potential direct and indirect impacts to schools as a result of the Project. Thus, the Project would not cause the need for new or altered school facilities, the construction of which could result in significant environmental impacts. Therefore, Project impacts to school services would be less than significant.

**Table XV-2  
LAUSD Schools Serving the Project Site Area and  
Student Capacity and Enrollment**

School Type (Grade)	School Name	Capacity	Residential Enrollment	Actual Enrollment	(-)Under/(+)Over Capacity
Elementary School	Cowan Avenue	488	369	393	-119
Middle School	Wright	643	868	435	+245
High School	Westchester	945	952	730	+7
<i>Source: LAUSD, 2020. Refer to Appendix H.</i>					

**Table XV-3  
Estimated Project Student Generation**

Estimated Project Student Generation				
Land Use	Size	Student Type	Student Generation Rate <sup>1</sup>	Total Students Generated
Residential	362 du	Elementary (K-6)	0.2269/du	82
		Middle (7-8)	0.0611/du	22
		High (9-12)	0.1296/du	47
		Special Day Class	0.0194/du	7
Total				158
du = dwelling unit				
<sup>1</sup> 2020 Developer Fee Justification Study, LAUSD, March 2020.				

## Cumulative Impacts

Implementation of the six related projects listed on Table 3-2 on page 31 of the *Transportation Assessment* prepared for the Project (refer to Appendix I) in concert with the Project could result in a net increase in the number of students in the Project Site area



and could further increase the demand for school services. Four of the related projects are located within the service boundaries of the LAUSD, and two of the related projects are located in the boundaries of the Culver City Unified School District, which also requires payment of a developer fee for new development. Thus, similar to the Applicant of the Project, the applicants of all the related projects would be required to pay the state mandated applicable school fees to their respective school districts to ensure that no significant impacts to school services would occur. Thus, cumulative development would not cause the need for new or altered school facilities, the construction of which could result in significant environmental impacts. Therefore, the cumulative impacts to school services would be less than significant.

#### **d) Parks?**

**Less Than Significant Impact.** The Los Angeles Department of Recreation and Parks (LADRP) operates and maintains park and recreational services and facilities in the Project area. Parks and recreational facilities that serve the Project Site are listed below.<sup>77</sup>

#### **Community Parks (Within 5-mile Radius)**

- Baldwin Hills Recreation Center
- Cheviot Hills Park
- Claude Pepper Senior Citizen Center
- Culver/Slauson Park
- Del Rey Lagoon
- Glen Alla Park
- Jim Gilliam Recreation Center
- Los Angeles Center for Enriched Studies (LACES)
- Mar Vista Gardens Recreation Center
- Mar Vista Recreation Center
- Oakwood Recreation Center
- Palms Recreation Center
- Penmar Recreation Center
- Rancho Cienega Sports Complex
- Robertson Recreation Center
- Saint Andrews Recreation Center
- Van Ness Recreation Center
- Venice High School Pool
- Vineyard Recreation Center
- Westchester Recreation Center

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<sup>77</sup> City of Los Angeles Department of Recreation and Parks, Cathie M. Santo Domingo, Acting Assistant General Manager, July 22, 2021. Refer to Appendix H.

## Regional Parks (Within 10-mile Radius)

- Beverly Glen Park
- Exposition Park Rose Garden
- Holmby Park
- Isidore B. Dockweiler State Beach
- Laurel Canyon Mulholland Park
- Mandeville Canyon Park
- Rivas Canyon Park
- Runyon Canyon Park
- Rustic Canyon Park
- Sullivan Canyon Park
- Venice Beach
- Wattles Garden Park
- Will Rogers State Beach

The 2.205-acre Project Site is currently developed with approximately 24,000 square feet of commercial uses, Dinah's restaurant, and associated surface parking. With the exception of Dinah's restaurant use, all existing uses would be demolished and removed from the Project Site, and the site would be developed with an eight-story, 362-unit multi-family residential building, with approximately 3,700 square feet of ground-floor restaurant (in addition to Dinah's). Based on the *Transportation Assessment* prepared for the Project (refer to Appendix I), the Project would add a residential population of approximately 852 people to the Project Site. It should be noted that it is possible that all or some of the 852 residents could already live in the City with an existing demand for parks and would relocate to the Project Site, thereby resulting in a proportional net increase or no net increase in the demand for parks. This analysis conservatively assumes that all 852 residents would be new residents to the City.

As shown on Table XV-4, based on LAMC open space standards and after application of a 26 percent reduction in open space pursuant to State density bonus law, the Project would be required to include a minimum of 29,119 square feet of open space. As shown on Table XV-5, the Project would provide 29,258 square feet of open space, including a courtyard, clubrooms and fitness amenities, a roof deck, and private open space.

**Table XV-4  
Open Space Requirements**

Unit Type	Number of Units	LAMC Section 12.21 G.2 Open Space Requirement	Size
Studio	126	100 sf/unit	12,600 sf
1 Bedroom	110	100 sf/unit	11,000 sf
2 Bedroom	126	125 sf/unit	15,750 sf
<b>LAMC Section 12.21 G.2 Total Required</b>			<b>39,350 sf</b>
<b>(Less 26%, Density Bonus Incentive)</b>			<b>(10,231 sf)</b>
<b>Total Required</b>			<b>29,119 sf</b>
LAMC = Los Angeles Municipal Code      sf = square feet			
Source: Carrierjohnson + Culture, May 27, 2021.			

**Table XV-5  
Project Open Space**

Type	Size
<b><u>Common Open Space</u></b>	
Level 4 Courtyard	14,519 sf
Level 4 Clubhouse & Fitness Amenities	2,409 sf
Level 5 Clubhouse & Fitness Amenities	1,201 sf
Level 8 Clubhouse	2,145 sf
Level 8 Roof Deck	1,084 sf
<b>Total Common Open Space</b>	<b>21,358 sf</b>
<b><u>Private Open Space</u></b>	
Level 1	400 sf
Level 4	1,300 sf
Level 5	1,350 sf
Level 6	1,700 sf
Level 7	1,550 sf
Level 8	1,600 sf
<b>Total Private Open Space</b>	<b>7,900 sf</b>
<b>Total Open Space</b>	<b>29,258 sf</b>
sf = square feet	
Source: Carrierjohnson + Culture, May 27, 2021.	

The parkland-to-population ratio goal for the City provided in the Westchester-Playa Del Rey Community Plan is 2.4 acres of neighborhood and community parkland per 1,000 residents generated. Thus, implementation of the Project would require approximately

2.04 acres of parkland.<sup>78</sup> However, in accordance with Ordinance 184,505, the Applicant shall be required to dedicate land or to pay a fee for the purpose of developing park and recreational facilities to mitigate the Project's demand for parks and recreational facilities. Through compliance with City requirements, the Project would not cause the need for new or altered parks and recreational services, the construction of which could result in significant environmental impacts. Therefore, Project impacts related to parks and recreational services would be less than significant.

## Cumulative Impacts

Implementation of the six related projects listed on Table 3-2 on page 31 of the *Transportation Assessment* prepared for the Project (refer to Appendix I) in concert with the Project could result in a net increase in the number of residents in the Project Site area and could further increase the demand for parks. Four of the related projects are located in the City, and two of the related projects are located in Culver City, which also requires the inclusion of open space and payment of park fees (or parkland dedication) to mitigate demand for parks. Thus, cumulative development would not cause the need for new or altered parks and recreational facilities, the construction of which could result in a significant impact. Therefore, the cumulative impact on parks would be less than significant.

### e) Other public facilities?

#### Libraries

**Less Than Significant Impact.** Libraries in the Project Site area include the following:

- Mar Vista Branch Library
- Lloyd Taber-Marina del Rey Library
- Playa Vista Branch Library
- Westchester-Loyola Village Branch Library
- View Park Bebe Moore Campbell Library

The 2.205-acre Project Site is currently developed with approximately 24,000 square feet of commercial uses, Dinah's restaurant, and associated surface parking. With the exception of Dinah's restaurant use, all existing uses would be demolished and removed from the Project Site, and the site would be developed with an eight-story, 362-unit multi-family residential building, with approximately 3,700 square feet of ground-floor restaurant (in addition to Dinah's). Based on the *Transportation Assessment* prepared for the Project (refer to Appendix I), the Project would add a residential population of approximately 852 people to the Project Site. It should be noted that it is possible that all or some of the 852 residents could already live in the City with an existing demand for parks and would

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<sup>78</sup>  $[(852 \text{ residents}) \div (1,000)] = .852 \text{ thousand residents. } [(2.4 \text{ acres of parkland}) \times (.852 \text{ thousand residents})] = 2.04 \text{ required acres.}$

relocate to the Project Site, thereby resulting in a proportional net increase or no net increase in the demand for parks. This analysis conservatively assumes that all 852 residents would be new residents to the City. Although the Project could increase the demand for library services in the Project Site area, because the area is well served by several existing libraries, the Project would not cause the need for new or altered library facilities, the construction of which could result in significant environmental impacts. Therefore, Project impacts related to library services would be less than significant.

### **Cumulative Impacts**

Implementation of the residential related projects listed on Table 3-2 on page 31 of the *Transportation Assessment* prepared for the Project (refer to Appendix I) in concert with the Project could result in a net increase in the number of residents in the Project Site area and could further increase the demand for library services. However, the Project Site area is well served by several existing libraries, and cumulative development would not cause the need for new or altered library facilities, the construction of which could result in significant environmental impacts. Therefore, cumulative impacts related to library services would be less than significant.

## XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

**Less Than Significant Impact.** Refer to the response to Checklist Question XI(a)(iv) (Public Services – Parks).

**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?**

**No Impact.** The Project includes development of a variety of indoor and outdoor private and public open space areas that would serve Project residents. The impact of developing the Project's open space is inclusive of the overall impacts of the Project. The Project does not include the construction of recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. Therefore, no Project impacts related to this issue would occur as a result of the Project.

### Cumulative Impacts

Refer to the response to Checklist Question XI(a)(iv) (Public Services – Parks).

## XVII. TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The analysis in this section is primarily based on the following (refer to Appendix I):

- *Transportation Assessment, Linscott, Law & Greenspan, Engineers, July 8, 2021.*
- *LADOT Approval Letter, October 6, 2021.*

Senate Bill 743 (SB 743), 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 or level of service (LOS) to VMT, in order to reduce GHG emissions, create multimodal networks, and promote mixed-use developments.

To adapt to SB 743, the City Planning Commission, on February 28, 2019, recommended the approval of revised guidelines to include new transportation analysis screening procedures and thresholds, subsequently approved by the City Council on July 30, 2019. The Los Angeles Department of Transportation (LADOT) concurrently adopted its Transportation Assessment Guidelines (TAG), which were subsequently revised in July 2020, and which define the methodology of analyzing a project's transportation impacts in accordance with SB 743.

Per the TAG, the CEQA transportation analysis contains the following thresholds for identifying significant impacts:

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
- Threshold T-2.2: Substantially Inducing Additional Automobile Travel
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

These thresholds are discussed below.

**a) Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?**

**Less Than Significant Impact.** As discussed below, Project impacts related to consistency with adopted plans and policies would be less than significant

**Consistency with Adopted Plans and Policies (Threshold T-1)**

The City aims to achieve an accessible and sustainable transportation system that meets the needs of all users. The City's adopted transportation-related plans and policies affirm that streets should be safe and convenient for all users of the transportation system, including pedestrians, bicyclists, motorists, public transit riders, disabled persons, senior citizens, children, and movers of commercial goods. Therefore, the transportation requirements for proposed developments should be consistent with the City's transportation goals and policies. Proposed projects shall be analyzed to identify potential conflicts with adopted City plans and policies and, if there is a conflict, improvements that prioritize access for and improve the comfort of people walking, bicycling, and riding transit in order to provide safe and convenient streets for all users should be identified. Projects designed to encourage sustainable travel help to reduce vehicle miles traveled. This section provides a review of the screening criteria and a summary of the consistency of the Project with the City's adopted plans and policies.

**Screening Criteria**

If the project requires a discretionary action, and the answer is yes to any of the following questions, further analysis is required to assess whether the proposed project would conflict with adopted City plans, programs, ordinances, or policies that establish the transportation planning framework for all travel modes:

- 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 requires a discretionary action.



- Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?
  - No, the Project is not known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety.
- 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 line, etc.)?
  - Yes, an 18-foot street dedication requirement and an eight-foot roadway widening improvement is required for Sepulveda Boulevard along the Project Site. Additionally, a one-foot roadway widening improvement is required for Arizona Avenue along the Project Site. The Project Applicant is requesting a Waiver of Dedications and Improvements (WDI) pursuant to LAMC Section 12.37 I.3 to seek relief from the dedication and improvement requirements as they are not necessary to meet the City's mobility needs as outlined in Mobility Plan 2035.

As the answer is “yes” to two out of the three screening criteria questions, further analysis is required to assess whether the Project would conflict with adopted City plans, programs, ordinances, or policies.

### ***Impact Criteria and Methodology***

Threshold T-1 of LADOT's *Transportation Assessment Guidelines* (TAG) asks the following:

- Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

The threshold test is to assess whether a project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT. Conversely, a project would not be shown to result in an impact merely based on whether or not it would implement a particular program, plan, policy, or ordinance. Many of these programs must be implemented by the City itself over time, and over a broad area, and it is the intention of this threshold test to ensure that proposed development projects and plans do not preclude the City from implementing adopted programs, plans and policies.

The methodology for determining a project's transportation impacts associated with conflicts with plans, programs, ordinances, or policies is defined per the City's TAG as follows:

- A project that generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent. The project applicant should review the documents and ordinances identified in the TAG (refer to Table 2.1-1 on pages 10 and 11 of the TAG) for City plans, policies, programs, ordinances, and standards relevant to determining project consistency. A specific list of questions (refer to Table 2.1-2 on pages 12 through 14 of the TAG) shall be answered in order to help guide whether the project conflicts with City circulation system policies. A "yes" or "no" answer to these questions does not determine a conflict. Rather, as indicated in the list of questions (i.e., Table 2.1-2 of the TAG), the project applicant shall review relevant policies and programs corresponding to the questions to assess whether the proposed project precludes the City's implementation of any adopted policy and/or program.
- If vacation of a public right-of-way, or relief from a required street dedication is sought as part of a proposed project, an assessment should be made as to whether the right-of-way in question is necessary to serve a long-term mobility need, as defined in the Mobility Plan 2035, transportation specific plan, or other planned improvement in the future.

### ***Review of Project Consistency***

The Project would not conflict with the relevant City plans, policies and programs and would not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. The Project Applicant is requesting a WDI pursuant to LAMC Section 12.37 I.3 to seek relief from certain dedication and improvement requirements, as the dedication and improvement requirements are not necessary to meet the City's mobility needs as outlined in Mobility Plan 2035. As discussed in detail in Appendix E of the *Transportation Assessment* prepared for the Project (refer to Appendix I), the Project would not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions. The Project would not conflict with any plans or policies that govern the public right-of-way, such as LADOT's Manual of Policy and Procedures (MPP) Section 321, Driveway Design, and the Citywide Design Guidelines – Guideline 2. The Project would be consistent with the GHG emissions reduction targets forecasted in the 2020-2045 RTP/SCS. Additionally, and as discussed in detail in Appendix E of the *Transportation Assessment*, the Project would be consistent with the transportation-related elements of the Plan for a Healthy Los Angeles (Healthy LA), Vision Zero, the Mobility Hubs Reader's Guide, the City's Walkability Checklist, and the Westchester-Playa del Rey Community Plan Community Plan.

Thus, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities. Therefore, Project impacts related to Threshold T-1 would be less than significant.

**b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3?**

**Less Than Significant Impact.** As discussed below, Project impacts related to VMT would be less than significant.

**VMT Analysis (Threshold T-2.1)**

The State of California Governor's Office of Planning and Research (OPR) issued proposed updates to the CEQA guidelines in November 2017 and an accompanying technical advisory guidance in April 2018 (OPR Technical Advisory) that amends the Appendix G (of the CEQA Guidelines) question for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in vehicle miles traveled (VMT). Section 15064.3, subdivision (b)(1) states the following:

*Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.*

Comprehensive updates to the CEQA Guidelines were certified and adopted by the California Natural Resources Agency in December 2018. Accordingly, the City adopted significance criteria for transportation impacts based on VMT for land use projects and plans in accordance with the amended Appendix G (of the CEQA Guidelines) question:

- Threshold T-2.1: For a land use project, would the project conflict or be inconsistent with CEQA guidelines Section 15064.3, subdivision (b)(1)?

For land use projects, the intent of this threshold is to assess whether a land use project or plan causes substantial vehicle miles traveled. The City has developed the screening and impact criteria (discussed below) to address this question. The criteria below are based on the OPR technical advisory but reflects local considerations.

If the project requires discretionary action, and the answer is no to either T-2.1-1 or T-2.1-2, further analysis will not be required for CEQA Threshold T-2.1, and a "no impact" determination can be made for that threshold:

- T-2.1-1: Would the land use project generate a net increase of 250 or more daily vehicle trips?

For purposes of screening the daily vehicle trips, a proposed project's daily vehicle trips should be estimated using the City's VMT Calculator tool or the most recent edition of the ITE Trip Generation Manual. TDM strategies should not be considered for the purposes of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits described in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the TAG), the daily vehicle trips generated by the existing or qualified terminated land uses can be estimated using the VMT Calculator tool and subtracted from the proposed project's daily vehicle trips to determine the net increase in daily vehicle trips.

- T-2.1-2: Would the project generate a net increase in daily VMT?

For the purpose of screening the VMT, a project's daily VMT should be estimated using the City's VMT Calculator tool or the City's Travel Demand Forecasting (TDF) model. TDM strategies should not be considered for the purpose of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits description in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the TAG), the daily VMT generated by the existing or qualified terminated land uses can be estimated using the City VMT Calculator tool and subtracted from the project's daily VMT to determine the net increase in daily VMT.

In addition to the above screening criteria, the portion of, or the entirety of a project that contains small-scale or local serving retail uses are assumed to have less than significant VMT impacts.<sup>79</sup> If the answer to the following question is no, then that portion of the project meets the screening criteria, and a no impact determination can be made for the portion of the project that contains retail uses. However, if the retail project is part of a larger mixed-use project, then the remaining portion of the project may be subject to further analysis in accordance with the above screening criteria. Projects that include retail uses in excess of the screening criteria would need to evaluate the entirety of the project's VMT, as specified in Subsection 2.2.4 of the TAG.

- If the project includes retail uses, does the portion of the project that contain retail uses exceed a net 50,000 square feet?

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<sup>79</sup> As noted in the TAG, the definition of retail for this purpose includes restaurant.

## ***Impact Criteria and Methodology***

For development projects, the proposed project will have a potential VMT impact if the project meets the following:

- For residential projects, the project would generate household VMT per capita exceeding 15 percent below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located.
- For office projects, the project would generate work VMT per employee exceeding 15 percent below the existing average work VMT per employee for the APC in which the project is located.
- For regional serving retail projects, the project would result in a net increase in VMT.
- For other land use types, measure VMT impacts for the work trip element using the criteria for office projects above.

Different VMT significance thresholds have been established for each APC boundary area as the characteristics of each are distinct in terms of land use, density, transit availability, employment, etc. The City's significance thresholds (i.e., provided on a daily household VMT per capita basis and a daily work VMT per employee basis) for each of the seven APC boundary areas are presented on Table XVII-1. As the Project Site is located within the West Los Angeles APC, the VMT impact criteria (i.e., 15 percent below the APC average) applicable to the Project is 7.4 Daily Household VMT per Capita and 11.6 Daily Work VMT per Employee.

**Table XVII-1  
VMT Impact Criteria**

<b>APC</b>	<b>15% Below APC Criteria</b>	
	<b>Daily Household VMT per Capita</b>	<b>Daily Work VMT per Employee</b>
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
<i>Source: TAG, LADOT, July 2020.</i>		

The impact methodology set forth in the TAG for a mixed-use project such as the Project is as follows:

*Mixed-Use Projects. The project VMT impact should be considered significant if any one (or all) of the project land uses exceed the impact criteria for that particular land use, taking credit for internal capture. In such cases, mitigation options that reduce the VMT generated by any or all of the land uses could be considered.*

### **Summary of Project VMT Analysis**

The daily vehicle trips and VMT expected to be generated by the Project were forecast using Version 1.3 of the City's VMT Calculator tool. As indicated in the summary VMT Calculator worksheet, the Project is forecast to generate the following:

- The Project is estimated to generate a total of 2,650 daily vehicle trips and 1,062 net new daily vehicle trips.
- The estimated Daily Household VMT per Capita for the Project is 7.1 Daily Household VMT per Capita, which is less than the West Los Angeles APC significance threshold of 7.4 Daily Household VMT per Capita.
- Per the TAG, the Project's restaurant component, which totals 10,783 square feet, is considered a local-serving retail use. As the restaurant component provides less than 50,000 square feet, the Project's restaurant component would result in a "less than significant" VMT impact.

It is noted that the Project would incorporate three TDM measure as part of the Project, including the following:

- Reduced vehicle parking supply;
- TDM strategy that includes passive educational and promotional materials, such as posters, information boards, or a website with information that residents and employees can choose to read at their own leisure; and
- Bicycle parking in accordance with LAMC requirements.

Thus, based on the above analyses, the Project is not expected to result in a significant VMT impact. Therefore, no mitigation is necessary as it relates to VMT.

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

**Less Than Significant Impact.** As discussed below, Project impacts related to geometric design features or incompatible uses would be less than significant

## Geometric Design Threshold (T-3)

As stated in the City's TAG document (refer to Section 2.4.1 of the TAG), impacts regarding the potential increase of hazards due to a geometric design feature generally 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/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections. Evaluation of access impacts require details relative to project land use, size, design, location of access points, etc. These impacts are typically evaluated for permanent conditions after project completion but can also be evaluated for temporary conditions during project construction. Project access can be analyzed in qualitative and/or quantitative terms, and in conjunction with the review of internal site circulation and access to parking areas. All proposed site access points should be evaluated.

### Screening Criteria

If the project requires a discretionary action, and the answer is "yes" to either of the following questions, further analysis will be required to assess whether the project would result in impacts due to geometric design hazards or incompatible uses:

- *Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?*
  - **No**, the Project proposes to utilize the existing driveways at the southwesterly portion of the Project Site along the east side of Arizona Avenue and the southeasterly portion of the Project Site along the west side of Sepulveda Boulevard.
- *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 line, etc.)?*

*As stated in the City's TAG document (refer to Section 2.4.2 of the TAG), for the purpose of the screening for projects that are making physical changes to the public right-of-way, determine the street designation and improvement standard for any project frontage along streets classified as an Avenue or Boulevard (as designated in the City's General Plan) using the Mobility Plan 2035, or NavigateLA. If any street fronting the project site is an Avenue or Boulevard and it is determined that additional dedication, or physical modifications to the public right-of-way are proposed or required, the answer to this question is yes. For projects not subject to dedication and improvement requirements under the Los Angeles Municipal*

*Code, though the project does propose dedications or physical modifications to the public right-of-way, the answer to this question is yes. Based on a review of the proposed project, the following answer is provided:*

- **Yes**, an 18-foot street dedication requirement and an 8-foot roadway widening improvement is required for Sepulveda Boulevard along the Project Site. Additionally, a 1-foot roadway widening improvement is required for Arizona Avenue along the Project Site. The Project Applicant is requesting a Waiver of Dedications and Improvements (WDI) pursuant to LAMC Section 12.37 I.3 to seek relief from the dedication and improvement requirements as they are not necessary to meet the City's mobility needs as outlined in Mobility Plan 2035, as set forth in detail in Appendix D of the *Transportation Assessment*.

As the answer is “yes” to one of the two screening criteria questions, further analysis is required to assess whether the Project would result in impacts due to geometric design hazards or incompatible uses.

### ***Impact Criteria and Methodology***

The impact criteria set forth in Appendix G of the CEQA Guidelines, as well as the City's TAG for substantially increasing hazards due to a geometric design feature or incompatible use (referred to a Threshold T-3) is defined as follows:

- *Threshold T-3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*
  - **No**, the Project would not substantially increase hazards due to a geometric design feature. Primary access the Project Site will continue to be provided via existing driveways along Sepulveda Boulevard and Arizona Avenue. Furthermore, the Additionally, the Project proposes to remove the existing northerly driveway along Arizona Avenue.

Preliminary project access plans are to be reviewed in light of commonly accepted traffic engineering design standards to ascertain whether any deficiencies are apparent in the site access plans which would be considered significant. The determination of significance shall be on a case-by-case basis, considering the following factors:

- The relative amount of pedestrian activity at project access points.
- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.



- The type of bicycle facilities the project driveway(s) crosses and the relative level of utilization.
- The physical conditions of the site and surrounding area, such as curves, slopes, walks, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts.
- The project location, or project-related changes to the public right-of-way, relative to proximity to the High Injury Network or a Safe Routes to School program area.
- Any other conditions, including the approximate location of incompatible uses that would substantially increase a transportation hazard.

With respect to vehicle, bicycle and pedestrian safety impacts, the City's TAG (refer to Section 2.4.4 thereof) indicate that a review of all project access points, internal circulation, and parking access from an operational and safety perspective (for example, turning radii, driveway queuing, line of sight for turns into and out of project driveway[s]) should be conducted. Where project driveways would cross pedestrian facilities or bicycle facilities (bike lanes or bike paths), operational and safety issues related to the potential for vehicle/pedestrian and vehicle/bicycle conflicts and the severity of consequences that could result should be considered. In areas with moderate to high levels of pedestrian or bicycle activity, the collection of pedestrian or bicycle count data may be required.

### ***Qualitative Review of Site Access Points***

The Project Site has frontage along Sepulveda Boulevard, a Boulevard I with a posted speed limit of 45 miles per hour, and Arizona Avenue, a Local Street – Standard with an assumed speed limit of 25 miles per hour. The Project would improve the pedestrian experience along these corridors, including at the Project Site access points, which will enhance connections to and from the numerous pedestrian destinations in the direct vicinity of the Project Site. As previously noted, the Project would improve the sidewalks along the Sepulveda Boulevard and Arizona Avenue property frontages to enhance the pedestrian experience and ensure ADA compliance. Additionally, the Project proposes to provide a paseo which would include a pedestrian access point along Centinela Avenue, at the northeasterly portion of the Project Site. The sidewalk and driveway enhancements, as well as the pedestrian paseo from Centinela Avenue would reduce the potential for vehicle/pedestrian conflicts at the driveways. Excellent line of sight is provided for all modes of travel (motorists, pedestrians, and bicyclists) at the Project Site driveways. Improved sidewalks would be provided along both the Project Site's Sepulveda Boulevard and Arizona Avenue frontages, as well as along Centinela Boulevard north of the Project Site, and signalized crossings within convenient walking distance to the Project Site. The Project would not add site access points along the Project Site's Sepulveda Boulevard frontage. The Project would remove one site vehicular site access point along the Project Site's Arizona Avenue frontage, reducing the

number of curb cuts along the Project Site's Arizona Avenue frontage from two to one, with the southerly Arizona Avenue Driveway to remain. The Project Site and surrounding area are in good physical condition and located on flat terrain. The physical condition of the Project Site and proposed entry/exit points would be improved in conjunction with the Project and as such, the potential for vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts would be reduced. Neither Sepulveda Boulevard nor Arizona Avenue are noted in the City's HIN. Given the existing physical conditions of the Project Site and planned reduction of curb cuts along Arizona Avenue, no safety concerns related to geometric design are noted.

The driveways would be designed to comply with LADOT standards. The driveways would not require the removal or relocation of existing passenger transit stops and would be designed and configured to avoid or minimize potential conflicts with transit services and pedestrian traffic. No security gates or other parking control features are proposed along the Project Site driveways in close proximity to the public right-of-way. As discussed in a following section, no excessive vehicle queuing is anticipated at the Project Site driveways. The driveways would be improved to meet City standards to ensure adequate maneuvering by vehicles entering and exiting the Project Site. Thus, the Project would not substantially increase hazards due to a geometric design feature or incompatible use. Therefore, Project impacts related to Threshold T-3 would be less than significant.

#### **d) Would the project result in inadequate emergency access?**

**Less Than Significant Impact.** All ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City Building and Safety Department, Bureau of Engineering, and LAFD standards and requirements for design and construction. The drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. As such, existing emergency access to the Project Site and surrounding uses would be maintained during operation of the Project.

Also, prior to issuance of a building permit, the Applicant would be required to submit parking and driveway plans to the Bureau of Engineering, LAFD, and LADOT for approval to ensure that the Project complies with code-required emergency access. Therefore, the Project would not result in any significant impacts related to emergency access.

### **Cumulative Impacts**

#### ***Threshold T-1***

Per the City's TAG, the analysis of cumulative consistency requires consultation and confirmation with LADOT and the City's Department of City Planning (LADCP). As with the Project, the related projects will include adequate bicycle facilities and include high-density urban uses in proximity to the nearby multimodal transportation facilities.

Furthermore, the Entrada Office Tower project, located across Centinela Avenue from the Project Site at 6161 Centinela Avenue, and the residential projects located south of the Project Site at 6711 and 6733 Sepulveda Boulevard are all under construction and will be completed prior to the construction and occupancy of the Project. The related projects, as with the Project, would not conflict with adjacent street designations and classifications. No street widenings would be necessary for these projects. Accordingly, there would be no significant cumulative impacts to which the Project, as well as other nearby related projects, would contribute to regarding transportation policies or standards adopted to protect the environment and support multimodal transportation options and a reduction in VMT. Based on the discussion and conclusion above for the Project, the guiding language contained in the City's TAG, and review of related projects in the Project Site vicinity, this documentation is sufficient to demonstrate that there is also no cumulative inconsistency with the City's plans, policies, ordinances and programs and therefore, the cumulative impacts of the Project in concert with the related projects would be less than significant.

### ***Threshold T-2.1***

As stated in the City's TAG (refer to Section 2.2.4 thereof), analyses should consider both short-term and long-term project effects on VMT. Short-term effects are evaluated in the detailed Project-level VMT analysis summarized above. Long-term, or cumulative, effects are determined through a consistency check with SCAG's RTP/SCS. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and GHG emissions reduction targets. As such, projects that are consistent with this plan in terms of development, location, density, and intensity, are part of the regional solution for meeting air pollution and GHG goals. Projects 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, as noted in the City's TAG document, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., VMT per capita or VMT per employee) in the analysis, a less-than-significant project impact conclusion is sufficient in demonstrating there is no cumulative VMT impact. Projects 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.

Based on the above Project-related VMT analysis and the conclusions reported in Section 4.2.2 of the *Transportation Assessment* (i.e., which conclude that the Project falls under the City's efficiency-based impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), the Project's cumulative VMT impact would be less than significant.

## XVIII. TRIBAL CULTURAL RESOURCES

*Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**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, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?**

**Less Than Significant With Mitigation Incorporated.** A Sacred Lands File Search (SLFS) request was sent to the Native American Heritage Commission (NAHC) to determine if the Project Site is within the boundaries of any known sacred lands and/or whether any tribal cultural are known to exist on the Project Site. In response, the NAHC indicated that the results of the SLFS check conducted through the NAHC was positive. The City conducted Assembly Bill 52 (AB 52) consultation with the Gabrieleño Tongva Indians of California, who requested tribal monitoring during any ground-disturbing activities (refer to Mitigation Measure TCR-1, below).

Additionally, the Gabrieleño Tongva Indians of California noted that if any human remains are discovered at the Project Site, the human remains the Applicant would be required to comply with the State's Health and Safety Code Section 7050.5, which provides that in the event of discovery or recognition of any human remains at the Project Sites, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Los Angeles County Coroner has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the PRC. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC.

Further, the Gabrieleño Tongva Indians of California noted that if any tribal cultural resources are discovered at the Project Site, the Applicant would be required to comply with specific methods of recovery and reburial procedures that have been developed and adopted by the Gabrieleño Tongva Indians of California and as directed by the Tribal Monitor (refer to Mitigation Measure TRC-1).

Through compliance with Mitigation Measure TRC-1 and existing regulatory standards, Project impacts related to tribal cultural resources would be less than significant.

**b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource 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 Incorporated.** Refer to response to Checklist Question XVIII (a), above.

## Cumulative Impacts

Impacts related to tribal cultural resources tend to be site-specific and are assessed on a site-by-site basis. The City would require the applicants of each of the related projects to assess, determine, and mitigate any potential impacts related to tribal cultural resources that could occur as a result of development, as necessary. As discussed previously, through compliance with Mitigation Measure TRC-1 and existing regulations, Project impacts associated with historic, archaeological, and paleontological resources would be less than significant. However, the occurrence of these impacts would be limited to the Project Site and would not contribute to any potentially significant cultural resources impacts that could occur at the sites of the related projects. As such, the proposed Project would not contribute to any potential cumulative impacts related to cultural resources. Therefore, cumulative impacts related to cultural resources would be less than significant.

## Mitigation Measures

To ensure that Project impacts related to tribal cultural resources would be less than significant, the following mitigation measure is required:

**TRC-1:** A qualified and certified indigenous tribal member of the Gabrieleño Tongva Indians of California shall provide professional Native American Monitoring for ground-disturbing activities associated with the Project. Ground disturbances including but not limited to the removal of asphalt/cement/slurry, trenching, boring, excavation, auguring, grubbing, tree removal, grading and drilling shall be monitored. The Tribal Monitor will only be required on site when these ground-disturbing activities occur.

The Tribal Monitor will be responsible for observing all mechanical and hand-labor excavations including paddle scrapers, blade machines, front-end loaders, back hoe, boring, and drill operations, as well as hydraulic and electric chisels. Associated work using tools such as picks and other non-electric or gasoline tools that are not regarded as mechanical will be monitored for their soil disturbances.

Soils that are removed from the work site shall be considered culturally sensitive and shall be subject to inspection. The Tribal Monitor will temporarily hold excavations until a determination is made on the sensitivity of the of the soil. If the soils are sensitive, an Tribal Monitor will verify the find and notify the Applicant.

The Tribal Monitor may make recommendations during the course of the activities when a cultural area has been impacted. The Tribal Monitor will be authorized to halt or redirect excavation activities to another area as an assessment is made.

The Tribal Monitor will provide the Applicant a written daily field report that includes photos of his/her accounting of the soil disturbances of the daily activities. The daily report will include observations the Tribal Monitor visually observed the project site at the beginning of each work day (i.e., weather conditions, overnight disturbances).

## XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Would the project require or result in relocation or the construction of new or expanded water, wastewater treatment, or storm water drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

**Less Than Significant Impact.** As discussed below, Project impacts related to these issues would be less than significant.

### Water Facilities

Local water conveyance infrastructure in the vicinity of the Project Site is maintained and operated by LADWP. The Project would connect to the existing water conveyance



infrastructure near the Project Site that includes a 12-inch main in Arizona Avenue, a 12-inch main in Centinela Avenue, and 12-inch and 36-inch mains in Sepulveda Boulevard. As shown on Table XIX-1, the Project's operational phase would consume approximately 40,622 gallons of water per day (or 0.04 mgd). It should be noted that this amount does not take into account the reduction in water consumption associated with the effectiveness of water conservation measures required in accordance with the City's Green Building Code, which would likely reduce the Project's water consumption (and wastewater generation) shown on Table XIX-1.

**Table XIX-1**  
**Estimated Project Water Consumption and Wastewater Generation<sup>1</sup>**

<b>Proposed Use</b>	<b>Amount</b>	<b>Rate<sup>2</sup></b>	<b>Total (gpd)</b>
<u>Existing</u>			
Commercial Restaurant	23,222 sf 315 seats <sup>3</sup>	50 gpd/1,000 sf 30 gpd/seat	1,161 9,450
<b>Total Existing</b>			<b>10,611</b>
<u>Project</u>			
Residential Studio	126 du	75 gpd/du	9,450
1-bedroom	110 du	110 gpd/du	12,100
2-bedroom	126 du	150 gpd/du	18,900
Restaurant	359 seats <sup>3</sup>	30 gpd/seat	10,783
<b>Total Project</b>			<b>51,233</b>
<b>(Less Existing)</b>			<b>(10,611)</b>
<b>Net Total</b>			<b>40,622</b>
gpd = gallons per day      du = dwelling unit			
<sup>1</sup> Assumes wastewater generation is equivalent to water consumption.			
<sup>2</sup> Source: City of Los Angeles Bureau of Sanitation, Sewer Generation Factors, April 6, 2012.			
<sup>3</sup> Assumes 30 square feet per seat.			

For these reasons, the Project would not require or result in relocation or the construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects. Therefore, Project impacts related to water facilities would be less than significant.

### Cumulative Impacts

Implementation of the six related projects listed on Table 3-2 on page 31 of the *Transportation Assessment* prepared for the Project (refer to Appendix I) in concert with

the Project could result in an increased cumulative on water conveyance infrastructure. Table XIX-2 shows that the cumulative development would consume approximately 190,513 gallons of water per day (or 0.19 mgd per day). Of the six related projects listed on Table 3-2 on page 38 of the *Transportation Assessment Report* prepared for the Project (refer to Appendix I), four of the related projects are located in the City of Los Angeles and two are located in the City of Culver City. As with the Project, the applicants of the related projects would be subject to review by their respective water agencies to ensure that existing infrastructure would be adequate to meet the water demand requirements for each project. All development in both cities is subject to standard requirements regarding potential infrastructure improvements need to meet respective water infrastructure needs. Additionally, all development in both cities is required to comply with Fire Code requirement for fire flow and other fire protection requirements and are subject to ongoing evaluations by to ensure water conveyance infrastructure is adequate. Compliance with existing regulations would ensure that cumulative impacts related to water infrastructure would be less than significant.

**Table XIX-2**  
**Estimated Cumulative Water Consumption and Wastewater Generation<sup>1</sup>**

Land Uses	Size	Rate <sup>2</sup>	Total (gpd)
Residential	1,118 du <sup>3</sup>	110 gpd/du	122,980
Office	201,240 sf	120 gpd/1,000 sf	24,148
Warehouse	-26,687 sf	30 gpd/1,000 sf	(800)
Commercial	-39,233	50 gpd/1,000 sf	(1,961)
<b>Subtotal</b>			<b>149,891</b>
<i>Plus Project</i>			<i>40,622</i>
<b>Total</b>			<b>190,513</b>
<p><i>gpd = gallons per day      du = dwelling unit      sf = square feet</i></p> <p><sup>1</sup> Assumes wastewater generation is equivalent water consumption.</p> <p><sup>2</sup> Source: City of Los Angeles Bureau of Sanitation, <i>Sewer Generation Factors</i>, April 6, 2012.</p> <p><sup>3</sup> Conservatively assumes all units in related projects are 2-bedroom units.</p>			

## Wastewater Treatment

**Less Than Significant Impact.** Sewer conveyance infrastructure serving the Project includes two 8-inch sewer mains flowing northerly, one 21-inch sewer main flowing northerly, and one 36-inch sewer force main flowing southerly in Sepulveda Boulevard. The 8-inch sewer main in Sepulveda Boulevard turns westerly through the Project Site via a 10-foot City sanitary sewer easement. This 9-inch sewer main ties into the 8-inch sewer main in Arizona Avenue and flows northerly and subsequently ties into the 21-inch sewer main located in Centinela Avenue. To allow for development of the Project and to accommodate the Project's wastewater flows, an existing 8-inch sewer line that crosses

the Project Site (refer to Figure 2-22 in Section 2 [Project Description]) would be removed, and a new 8-inch sewer line would be installed in Sepulveda Boulevard, traveling north to Centinela Boulevard, where the line would travel northwest to reconnect to the existing sewer line at Arizona Avenue and Centinela Boulevard.

The Project Site is located within the service area of the Hyperion Treatment Plant (HTP), which has been designed to accommodate both dry and wet weather days with a maximum daily flow of 450 million gallons per day (mgd) to and peak wet weather flows of 800 mgd.<sup>80</sup> Full secondary treatment prevents virtually all particles suspended in effluent from being discharged into the Pacific Ocean and is consistent with the Los Angeles Regional Water Quality Control Board's (LARWQCB) discharge policies for the Santa Monica Bay. The HTP currently treats an average daily flow of approximately 260 mgd.<sup>81</sup> Thus, there is approximately 190 mgd available capacity (based on dry weather flows). The Project would generate a net increase of approximately 40,622 gallons of wastewater per day (or 0.04 mgd) (refer to Table XIX-1), representing approximately 0.02 percent of the remaining wastewater treatment capacity. It should be noted that this amount does not take into account the net reduction in wastewater generation associated with existing uses that would be removed from the Project Site or the effectiveness of water conservation measures required in accordance with the City's Green Building Code, which would likely reduce the Project's water consumption (and wastewater generation) shown on Table XIX-1. With a remaining daily capacity of 190 mgd, the HTP would have adequate capacity to serve the Project. Therefore, Project impacts related to wastewater treatment would be less than significant.

## Cumulative Impacts

Implementation of the related projects listed on Table 3-2 on page 31 of the *Transportation Assessment* prepared for the Project (refer to Appendix I) in concert with the Project could result in an increase the need for wastewater treatment. Table XIX-2 shows that the cumulative development in the Project Site area could result in the need to treat approximately 190,513 gallons of wastewater per day (or 0.19 mgd per day), representing approximately 0.1 percent of the remaining wastewater treatment capacity. It should be noted that this amount does not take into account the net decrease in wastewater generation that would occur as a result of removal of existing uses or the effectiveness of water conservation measures required in accordance with the City's Green Building Code, both of which would likely substantially reduce the cumulative water consumption and wastewater generation shown on Table XIX-2. With a remaining

<sup>80</sup> City of Los Angeles, Bureau of Sanitation, [https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrrp;jsessionid=jUrnVQbn9vgPkYhDPsPok0\\_6N2Et3-regkKyGDPGQOeIRw1AidG1!-2128337332!-2072722080?\\_afzLoop=12329266215937952&\\_afzWindowMode=0&\\_afzWindowId=null&\\_adf.ctrl-state=16yw9t94vo\\_1#!%40%40%3F\\_afzWindowId%3Dnull%26\\_afzLoop%3D12329266215937952%26\\_afzWindowMode%3D0%26\\_adf.ctrl-state%3D16yw9t94vo\\_5](https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrrp;jsessionid=jUrnVQbn9vgPkYhDPsPok0_6N2Et3-regkKyGDPGQOeIRw1AidG1!-2128337332!-2072722080?_afzLoop=12329266215937952&_afzWindowMode=0&_afzWindowId=null&_adf.ctrl-state=16yw9t94vo_1#!%40%40%3F_afzWindowId%3Dnull%26_afzLoop%3D12329266215937952%26_afzWindowMode%3D0%26_adf.ctrl-state%3D16yw9t94vo_5), accessed July 21, 2021.

<sup>81</sup> City of Los Angeles, Bureau of Sanitation, *Sewer System Management Plan*, January 25, 2019. <https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdm1/~edisp/cnt035427.pdf>, accessed November 20, 2020.

treatment capacity of approximately 190 mgd, the HTP would have adequate capacity to accommodate the wastewater treatment requirements of cumulative development. No new or upgraded treatment facilities would be required. Therefore, the cumulative wastewater impacts would be less than significant.

### **Storm Water Drainage**

**Less Than Significant Impact.** As discussed in response to Checklist Question X(c)(iii) (Hydrology and Water Quality – Storm Drain Capacity), Project impacts related to storm drainage facilities would be less than significant.

### **Cumulative Impacts**

Refer to the cumulative impact discussion provided in response to Checklist Topic X (Hydrology and Water Quality).

### **Electrical Power**

**Less Than Significant Impact.** As discussed in response to Checklist Questions VII(a) and (b) (Energy), Project impact related to electric power facilities would be less than significant.

### **Cumulative Impacts**

Refer to the cumulative impact discussion provided in response to Checklist Topic VII (Energy).

### **Natural Gas**

**Less Than Significant Impact.** As discussed in response to Checklist Questions VII(a) and (b) (Energy), Project impact related to natural gas facilities would be less than significant.

### **Cumulative Impacts**

Refer to the cumulative impact discussion provided in response to Checklist Topic VII (Energy).

### **Telecommunications**

**Less Than Significant Impact.** In the Project Site area, existing telephone service is typically provided by AT&T, and existing cable television/internet is typically provided by Spectrum (formerly Time Warner Cable). The Project Site could be served by existing telecommunications facilities that are available in the Project Site area. The Project would require Project- and site-specific infrastructure to connect to the existing utilities, but the

Project would not require new or expanded facilities. Therefore, Project impacts related to telecommunications facilities would be less than significant.

### **Cumulative Impacts**

All of the related projects listed on Table 3-2 on page 31 of the *Transportation Assessment* prepared for the Project (refer to Appendix I) are located in a 0.5-mile radius of the Project Site and within an urbanized area of the City. All of the related projects represent infill development and are served by existing utilities, including telecommunications infrastructure. As with the Project, the related projects would likely require project- or site-specific infrastructure to connect to the existing infrastructure, but the related projects would not require new or expanded facilities. Therefore, cumulative impacts related to telecommunications infrastructure would be less than significant.

#### **b) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

**Less Than Significant Impact.** The Los Angeles Department of Water and Power (LADWP) provides water service to the Project Site. LADWP's water supply sources include the Los Angeles Aqueduct (LAA), local groundwater, the SWP (supplied by the Metropolitan Water District [MWD]), the Colorado River Aqueduct (also supplied by MWD), and recycled water.

The California Urban Water Management Planning Act of 1984 requires every municipal water supplier who serves more than 3,000 customers or provides more than 3,000 acre-feet per year (AFY) of water to prepare an Urban Water Management Plan (UWMP) every five years to identify short-term and long-term water resources management measures to meet growing water demands during normal, single-dry, and multiple-dry years. In the UWMP, the water supplier must describe the water supply projects and programs that may be undertaken to meet the total water use of the service area. The UWMP that is applicable to the Project is LADWP's 2020 UWMP.

The 2020 UWMP provides historical and forecasted water demands for the City. Total water demand varies annually and is contingent on various factors including: population growth, weather, water conservation, drought, and economically activity. Table XIX-3 shows a breakdown of historical water demand for the LADWP service area. Table XIX-4 provides LADWP's projected water demand from 2025 to 2045 for average year, single dry year, and multi dry year hydrological conditions. Demographic projections were provided for the LADWP service area by the Metropolitan Water District (MWD), who received the data from SCAG. SCAG applied its 2020 Regional Transportation Plan

demographic data to water service areas for MWD's member agencies. These data were expected to continue to grow over the next 25 years at a rate of 0.7 percent annually.<sup>82</sup>

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<sup>82</sup> 2020 Urban Water Management Plan, LADWP, p. 1-5.

**Table XIX-3**  
**Breakdown of Historical Water Demand for LADWP's Service Area**

Fiscal Year Ending Average	Single Family		Multi-Family		Commercial		Industrial		Government		Non-Revenue		Total
	AF	%	AF	%	AF	%	AF	%	AF	%	AF	%	AF
2016-2020	170,660	35%	141,088	28%	88,680	18%	14,938	3%	39,628	8%	40,690	8%	495,685
2011-2015	206,652	37%	161,592	29%	96,832	18%	17,855	3%	43,573	8%	26,139	6%	552,768
2006-2010	236,154	38%	180,277	29%	106,964	17%	23,196	4%	42,956	7%	30,617	5%	620,165
2001-2005	239,754	37%	190,646	29%	109,685	17%	21,931	3%	41,888	6%	52,724	8%	656,628
1996-2000	222,748	36%	191,819	31%	111,051	18%	23,560	4%	39,421	6%	33,696	5%	622,295
1991-1995	197,322	34%	177,104	30%	110,724	19%	21,313	4%	38,426	7%	39,364	7%	584,253
30-Year Average	212,215	36%	173,755	30%	103,990	18%	20,465	3%	40,982	7%	37,205	6%	588,611
<i>AF = Acre Feet</i>													
<i>Source: 2020 Urban Water Management Plan, LADWP.</i>													

**Table XIX-4**  
**Service Area Reliability Assessment (AFY)**

Hydrological Conditions <sup>1</sup>	Years				
	2025	2030	2035	2040	2045
Average Year	642,600	660,200	678,800	697,800	710,500
Single Dry Year	674,700	693,200	712,700	732,700	746,000
Multi-Dry Year (Year 1)	657,900	675,800	694,900	714,400	727,400
Multi-Dry Year (Year 2)	661,700	679,700	698,900	718,500	731,500
Multi-Dry Year (Year 3)	674,400	693,200	712,800	732,700	746,000
Multi-Dry Year (Year 4)	661,600	679,600	698,900	718,400	731,500
Multi-Dry Year (Year 5)	655,700	673,600	692,600	712,000	724,900
<i>AFY = acre-feet per year</i>					
<i>Source: 2020 UWMP, LADWP, Exhibits 11E, 11F, and 11G.</i>					

As discussed under Checklist topic XIV (Population and Housing), Project's development would not exceed the growth assumptions of the 2020-2045 RTP/SCS. Based on its 2020 UWMP, LADWP has supply capabilities that would be sufficient to meet expected demands from 2025 through 2045 under single dry-year and multiple dry-year hydrologic conditions.

The Project would connect to the existing water conveyance infrastructure near the Project Site that includes a 12-inch main in Arizona Avenue, a 12-inch main in Centinela Avenue, and 12-inch and 36-inch mains in Sepulveda Boulevard. As shown on Table XIX-1, the Project would consume an increase of approximately 40,622 gallons of water per day. According to LADWP, for any project that is consistent with the City's General Plan, the projected water demand associated with that project is considered to be accounted for in the most recently adopted UWMP, prepared by the LADWP to ensure that existing and projected water demand within its service area can be accommodated.<sup>83</sup> As discussed previously, the Project is consistent with the City's General Plan land use designation for the Project Site. Additionally, the Project Applicant would be required to comply with the water efficiency standards outlined in Los Angeles City Ordinance No. 180,822 and in the LAGBC to minimize water usage. Further, prior to issuance of a building permit, the Project Applicant would be required to consult with LADWP to determine Project-specific water supply service needs and all water conservation measures that shall be incorporated into the Project. The Project Applicant has conducted preliminary consultation with LADWP regarding water supply (and other utility issues), and LADWP has preliminarily confirmed that the Project's water demand can be served by existing water supplies.<sup>84</sup> As such, the Project would not require new or additional water supply or entitlements. Therefore, no significant Project impacts related to water supply would occur.

## Cumulative Impacts

Table XIX-2 shows that the cumulative development would consume approximately 190,513 gallons of water per day (or 0.19 mgd per day). Of the six related projects listed on Table 3-2 on page 38 of the *Transportation Assessment* prepared for the Project (refer to Appendix I), four of the related projects are located in the City of Los Angeles and two are located in the City of Culver City. The related projects in Los Angeles fall under LADWP's 2020 UWMP, while the related projects in Culver City fall under the Golden State Water Company's (GSWC) 2020 UWMP, both of which anticipate meeting projected water supplies through the year 2045, through conservation measures and strategies for drought years. Similar to the Project, each related project would be required to comply with their respective conservation programs for both water supply and

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<sup>83</sup> Los Angeles Department of Water and Power, Amir Tabakh, correspondence, February 11, 2015.

<sup>84</sup> Los Angeles Department of Water and Power, Liz Gonzalez, Manager, correspondence, November 13, 2020. Refer to Appendix J.



infrastructure. For these reasons, cumulative impacts related to water would be less than significant.

**c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**Less Than Significant Impact.** Refer to response to Checklist Question XIX(a) (Utilities and Service Systems – Wastewater Treatment).

### **Cumulative Impacts**

Refer to the cumulative impacts discussion included in response to Checklist Question XIX(a) (Utilities and Service Systems – Wastewater Treatment).

**d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

**Less Than Significant Impact.** The landfills that serve the City and the capacity of these landfills are shown on Table XIX-5. As shown, the landfills have an approximate available daily intake of 18,366 tons. As shown on Table XIX-6 it is estimated the Project would generate a net increase of approximately 0.67 tons of solid waste per day. This total is a conservative and does not account the reduction in solid waste associated with removal of the existing uses from the Project Site or the effectiveness of recycling efforts, which the Project would be required by the City to implement. With a remaining daily intake capacity of approximately 18,366 tons of solid waste per day, the landfills serving the City could accommodate the Project's approximately net increase of 0.67 tons of solid waste per day.

The Project's solid waste would be handled by private waste collection services. Pursuant to Section 66.32 of the LAMC, the Project's solid waste contractor must obtain, in addition to all other required permits, an Assembly Bill 939 (AB 939) Compliance Permit from the Los Angeles Bureau of Sanitation (LASAN). The Project would be required to comply with LAMC Section 12.21 A.19, which requires new development to provide an adequate recycling area or room for collecting and loading recyclable materials. Additionally, the Project would be required to comply with CALGreen Code waste reduction measures for the operation of the Project. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program. For these reasons, the Project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, and would not otherwise impair the attainment of solid waste reduction goals. Therefore, Project impacts related to solid waste would be less than significant.

**Table XIX-5  
Landfill Capacity**

<b>Landfill Facility</b>	<b>Estimated Remaining Life (years)</b>	<b>Estimated Remaining Disposal Capacity (million tons)</b>	<b>Permitted Intake (tons/day)</b>	<b>Daily Disposal (tons/day)</b>	<b>Available Daily Intake (tons/day)</b>
Sunshine Canyon	18	69.7	12,100	6,387	5,713
Chiquita Canyon	28	56.9	12,000	5,525	6,475
Antelope Valley	18	10.9	3,600	2,113	1,487
Lancaster	22	9.9	3,000	363	3,137
Calabasas	8	4.3	3,500	1,946	1,554
<b>Total</b>					<b>18,366</b>
<i>Source: County of Los Angeles, Countywide Integrated Waste Management Plan, 2019 Annual Report, December 2020.</i>					

**Table XIX-6  
Estimated Project Solid Waste Generation**

<b>Proposed Use</b>	<b>Amount</b>	<b>Rate<sup>1</sup></b>	<b>Total (tpd)</b>
<u>Existing</u>			
Commercial	23,222 sf	0.005 lbs/sf/day	0.05
Restaurant	9,448 sf	0.005 lbs/sf/day	0.02
<b>Total Existing</b>			<b>0.07</b>
<u>Project</u>			
Residential	362 du	4.0 lbs/du/day	0.72
Restaurant	10,783 sf	0.005 lbs/sf/day	0.02
<b>Total Project</b>			<b>0.74</b>
<b>(Less Existing)</b>			<b>(0.07)</b>
<b>Net Total</b>			<b>0.67</b>
<i>tpd = tons per day      lbs = pounds      du = dwelling unit      sf = square feet</i>			
<sup>1</sup> <i>Source: City of Los Angeles Bureau of Sanitation, "Solid Waste Generation," 1981.</i>			

## Cumulative Impacts

As shown on Table XIX-7, implementation of the Project in conjunction with the related projects in the Project Site area would result in an estimated solid waste generation of approximately 3.25 tons per day. It should be noted that this amount does not take into account the net decrease in solid waste generation that would occur as a result of removal of existing uses or the effectiveness of recycling measures required in accordance with existing City's recycling regulations, both of which would likely substantially reduce the cumulative solid waste generation shown on Table XIX-7.

**Table XIX-2**  
**Estimated Cumulative Solid Waste Generation**

Land Uses	Size	Rate <sup>1</sup>	Total (tpd)
Residential	1,118 du	4.0 lbs/du/day	2.23
Office	201,240 sf	0.005 lbs/sf/day	0.50
Warehouse	-26,687 sf	0.005 lbs/sf/day	(0.06)
Commercial	-39,233	0.005 lbs/sf/day	(0.09)
<b>Subtotal</b>			<b>2.58</b>
<i>Plus Project</i>			<i>0.67</i>
<b>Total</b>			<b>3.25</b>
<i>gpd = gallons per day      du = dwelling unit      sf = square feet</i>			
<sup>1</sup> Assumes wastewater generation assumes water consumption.			
<sup>2</sup> Source: City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, March 20, 2002.			
<sup>3</sup> Conservatively assumes all units in related projects are 2-bedroom units.			

With a remaining daily capacity of approximately 17,826 tons of solid waste per day, the landfills serving the Project and related project would have adequate capacity to accommodate cumulative solid waste generation. Additionally, all development in the City is required to comply with City and state recycling regulations. Therefore, cumulative impacts related to solid waste generation would be less than significant.

### **e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

**Less Than Significant Impact.** Refer to response to Checklist Question XIX(d) (Solid Waste Facilities and Regulations).

## Cumulative Impacts

Refer to the cumulative impact analysis under response to Checklist Question XIX(d) (Solid Waste Facilities and Regulations).

## XX. WILDFIRE

*If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **a) Substantially impair an adopted emergency response plan or emergency evacuation plan?**

**No Impact.** The Project Site is not located near or within the boundaries of a state responsibility area or land classified as very high fire hazard severity zone. Thus, the Project would not substantially impair an adopted emergency response plan or emergency evacuation plan. Therefore, no impacts related to this issue would occur as a result of the Project.

**b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or uncontrolled spread of a wildfire?**

**No Impact.** The Project Site is not located near or within the boundaries of a state responsibility area or land classified as very high fire hazard severity zone. Thus, the Project would not expose project occupants to, pollutant concentrations from a wildfire or uncontrolled spread of a wildfire. Therefore, no impacts related to this issue would occur as a result of the Project.

**c) Requires 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.** The Project Site is not located near or within the boundaries of a state responsibility area or land classified as very high fire hazard severity zone. Thus, the Project would not 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. Therefore, no impacts related to this issue would occur as a result of the Project.

**d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

**No Impact.** The Project Site is not located near or within the boundaries of a state responsibility area or land classified as very high fire hazard severity zone. Thus, the Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impacts related to this issue would occur as a result of the Project.

### **Cumulative Impacts**

Neither the Project Site nor any of the sites of the related projects are located near or within the boundaries of a state responsibility area or land classified as very high fire hazard severity zone. Therefore, no cumulative impacts related to this issue would occur.

## XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

**a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?**

**Less Than Significant With Mitigation Incorporated.** With implementation of Mitigation Measure PMM NOISE-1 from the 202-2045 RTP/SCS (amended for Project specifics and identified as Mitigation Measure NOISE-1), the Project's construction-related impacts on the noise environment would be less than significant. In consideration of this fact, coupled with the reasons stated in this Sustainable Communities Environmental Assessment, the Project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to

eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

**b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

**Less Than Significant Impact.** For the reasons stated in this Sustainable Communities Environmental Assessment, the Project would not result in any significant impacts would not have the potential to contribute to significant cumulative impacts.

**c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?**

**Less Than Significant Impact.** For the reasons stated in this Sustainable Communities Environmental Assessment, the Project would not cause substantial adverse effects on human beings, either directly or indirectly.

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**CITY OF LOS ANGELES TREE INVENTORY REPORT  
DINAH'S RESTAURANT  
6521 SEPULVEDA BOULEVARD  
LOS ANGELES, CALIFORNIA 90049**

**SUBMITTED TO:**

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**PREPARED BY:**

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**MARCH 25, 2021**

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## CITY OF LOS ANGELES - TREE INVENTORY REPORT

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March 25, 2021

Ed McCoy  
FRH Realty LLC  
5355 Mira Sorrento Place, Suite 100  
San Diego, California 92121

**Re: Dinah's Restaurant - 6521 Sepulveda Blvd, Los Angeles, California 90045 – Los Angeles City Tree Inventory Report**

Dear Mr. McCoy,

This letter addresses our office's site visit of March 18, 2021 to the property located at 6521 Sepulveda Boulevard in Los Angeles, California. We were retained to visit the property and determine if any trees considered protected by the City of Los Angeles Tree Preservation Ordinance No. 186873 or significant by the guidelines set forth by the City's Planning Department were present. The table on the following page sets forth the data for the 6 private property trees and 3 offsite trees whose canopies overhang the subject property. ***None of the private property species are considered protected by the Ordinance.*** As the photographs on the following pages illustrate, the canopy overhang from the three offsite trees is minimal.

Please feel welcome to contact me at our Santa Monica office if you have any immediate questions or concerns.

Respectfully submitted,

Cy Carlberg, Registered Consulting Arborist  
Principal, Carlberg Associates  
[cy@cycarlberg.com](mailto:cy@cycarlberg.com)



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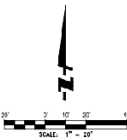
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**TABLE 1 – TREE INVENTORY**

Tree #	Common Name	Botanical Name	Diameter at 4.5 feet (DBH)* in inches	Height (feet)	Canopy Spread (N/E/S/W) in feet	Health	Structure	"Protected" or "Significant"	Comments
1	carrotwood	<i>Cupaniopsis anacardioides</i>	9 @ 2' 3, 3.5, 4.2, 2.1, 3.8, 3	16	06/04/06/05	B	A	Significant	
2	carrotwood	<i>Cupaniopsis anacardioides</i>	7.7 @ 2' 2, 3.3, 3.3, 1	16	06/05/05/06	C	A	Significant	Sunscald on leaves
3	juniper	<i>Juniperus sp.</i>	N/A	N/A	N/A	N/A	N/A	N/A	Dead; destroyed in recent car fire
4	yew pine	<i>Podocarpus macrophyllus</i>	7 @ 2' 4.8, 2, 2, 2	12	03/01/01/04	A	A	Significant	Sheared into hedge form
5	Mexican fan palm	<i>Washingtonia robusta</i>	BT-3'	8	03/03/03/03	A	A	No	Volunteer palm
6	pygmy date palm	<i>Phoenix roebelenii</i>	BT-4'	7	00/03/02/00	C	B	No	
OS1	southern magnolia	<i>Magnolia grandiflora</i>	7.7	22	08/08/08/08	N/A	N/A	No	offsite tree
OS2	Brisbane box	<i>Lophostemon conferta</i>	9	18	06/06/06/06	N/A	N/A	Significant	offsite tree
OS3	Brisbane box	<i>Lophostemon conferta</i>	11.7	22	12/07/12/07	N/A	N/A	Significant	offsite tree

\* Note: Please refer to Definitions of Terms and Abbreviations page 10

\*\* Because trunks of palms do not typically increase in trunk diameter with age, trunk size is described by their brown trunk height, the distance between grade and the newest emerging spear.



**EXHIBIT A – AERIAL IMAGE OF SUBJECT PROPERTY**



**EXHIBIT B – REDUCED COPY OF TREE LOCATION EXHIBIT  
(NOT TO SCALE)**







**TREE #1**



**TREE #2**



**TREE #3**

**EXHIBIT C – CAPTIONED TREE PHOTOGRAPHS**







TREE #4



TREE #5



TREE #6

EXHIBIT C – CAPTIONED TREE PHOTOGRAPHS







**TREE #OS1**



**TREE #OS2**



**TREE #OS3**

**EXHIBIT C – CAPTIONED TREE PHOTOGRAPHS**



## HEALTH AND STRUCTURE GRADE DEFINITIONS

Health and structure ratings of the trees are based on the archetype tree of the same species through a subjective evaluation of its physiological health, aesthetic quality, and structural integrity.

Overall physiological condition (health) and structural condition were rated A-F:

### Health

- A. Outstanding – Exceptional trees of good growth form and vigor for their age class; exhibiting very good to excellent health as evidenced by normal to exceptional shoot growth during current season, good bud development and leaf color, lack of leaf, twig or branch dieback throughout the crown, and the absence of decay, bleeding, or cankers. Common leaf and/or twig pests may be noted at very minor levels.
- B. Above average – Good to very good trees that exhibit minor necrotic or physiological symptoms of stress and/or disease; shoot growth is less than reasonably expected, leaf color is less than optimal in some areas, the crown may be thinning, minor levels of leaf, twig, and branch dieback may be present, and minor areas of decay, bleeding, or cankers may be manifesting. Minor amounts of epicormic growth may be present. Minor amounts of fire damage or mechanical damage may be present. Still healthy, but with moderately diminished vigor and vitality. No significant decline noted.
- C. Average – Average, moderately good trees whose growth habit and physiological or fire-induced symptoms indicate an equal chance to either decline or continue with good health into the near future. Most of these trees exhibit moderate to significant small deadwood in outer crown areas, decreased shoot growth and diminished leaf color and mass. Some stem and branch dieback is usually present and epicormic growth may be moderate to extensive. Cavities, pockets of decay, relatively significant fire damage, bark exfoliation, or cracks may be present. Moderate to significant amounts of insect or disease symptoms may be present; the tree may be shaded or crowded in such a way that it is expected to negatively impact the lifespan of the tree. Tree may be in early decline.
- D. Below Average/Poor - trees whose growth habit and physiological or fire-induced symptoms indicate significant, irreversible decline. Most of these trees exhibit significant dieback of wood in the crown, possibly accompanied by significant epicormic sprouting. Shoot growth and leaf color and mass is either significantly diminished or nonexistent throughout the crown. Cavities, pockets of decay, significant fire damage, bark exfoliation, and/or cracks may be present. Significant amounts of insect or disease symptoms may be present; the tree may be shaded or crowded in such a way that it has negatively impacted the lifespan of the tree. Tree appears to be in irreversible decline.
- F. Dead or in spiral of decline – this tree exhibits very little to no signs of life.

### Structure

- A. Outstanding – Trees with outstanding structure for their species exhibit trunk and branch arrangement and orientation that result in a sturdy form or architecture that resists failure under normal circumstances. The spacing, orientation, and size of the branches relative to the trunk are quintessential for the species and free from defects. No outward sign of decay or pathological disease is present. Some trees exhibit naturally inherent branching defects, like multiple, narrow points of attachment from one point on the trunk, which would preclude them from achieving an “A” grade.
- B. Above average - Trees with good to very good structure for their species. They exhibit trunk and branch arrangement and orientation that result in a relatively sturdy form or architecture that resists failure under



normal circumstances, but may have some mechanical damage, over-pruning, or other minor structural defects. The spacing, orientation, and size of the branches relative to the trunk are still in the normal range for the species, but they exhibit a minor degree of defects. Minor, sub-critical levels of decay or pathological disease may be present, but the degree of damage is not yet structurally significant. Trees that exhibit naturally inherent branching defects, like multiple, narrow points of attachment from one point on the trunk, would generally fall into this category. A small percentage of the canopy may be shaded or crowded, but not in such a way that it is expected to negatively impact the structural integrity or lifespan of the tree.

- C. Average - Trees with moderately good structure for their species, but with obvious defects. They exhibit trunk and branch arrangement and orientation that result in a less than sturdy form or architecture, which reduces their resistance to failure under normal circumstances. Moderate levels of mechanical damage, over-pruning, or other structural defects may be present. The spacing, orientation, and size of some of the branches relative to the trunk are not in the normal range for the species. Moderate to significant levels of decay or pathological disease may be present that increase the likelihood of structural instability. Influences such as an excessive trunk lean, slope erosion, root pruning, or other growth-inhibiting factors may be present. A moderate to significant percentage of the canopy may be shaded or crowded in such a way that it is expected to negatively impact the structural integrity or lifespan of the tree. Risk of full or partial failure in the near future appears to be moderately elevated.
- D. Well Below Average/Poor - Trees poor structure for their species and with obvious defects. They exhibit trunk and branch arrangement and orientation that result in a significantly less than sturdy form or architecture, significantly reducing their resistance to failure under normal circumstances. Significant levels of mechanical damage, over-pruning, or other structural defects may be present. The spacing, orientation, and size of many of the branches relative to the trunk are not in the normal range for the species. Significant levels of decay or pathological disease may be present that increase the likelihood of structural instability. Influences such as an excessive trunk lean, slope erosion, root pruning, or other growth-inhibiting factors may be present. A significant percentage of the canopy may be shaded or crowded in such a way that it is expected to negatively impact the structural integrity or lifespan of the tree. Risk of full or partial failure in the near future appears to be advanced.
- F. Severely Compromised – trees with very poor structure and numerous or severe defects due to growing conditions, historical or recent pruning, mechanical damage, history of limb or trunk failures, advanced and irreparable decay, disease, or severe fire damage. Trees with this rating are in severe, irreparable decline, or are barely alive. Risk of full or partial failures in the near future may be severe.



## DEFINITION OF TERMS AND ABBREVIATIONS

1s = one-sided canopy	Inj = injury / injured
1sRF = one-sided root flare	LN = lean
Bow = trunk or branch bow	LS = limited space
BT = brown trunk of palms	Lt = lion-tailed
Ckr = canker	LLCR = low live crown ratio
Chlor = chlorotic	MB = mower scars
Cod = codominant trunks or branches	Multi = multiple trunks
Cr = crowded	N = north
Crk = crack	OL = over-lifted / raised
Cvt = cavity	OP = over-pruned
Ds = disease	OverX = over-extended
Db = dieback	P = pests
DBH = diameter at breast height (4.5 feet)	RF = root flare (NoRF = no root flare)
Dk = decay	S = south
DL = dog-leg in limb	Sc = scaffold
E = east	Sh = shallow roots
Exc = Excurrent form	SmL = small leaves
Exd = exudation	p = sparse
Epi = epicormic shoots	SR = surface roots
FC = flush cuts	SS = stump sprouts/root crown sprouts
Gird = girdling root / wire, etc.	T = trunk
Hd = headed / heading cuts	Tear = torn limb or trunk
HOB = history of breakage	Top'd = topped
HR = heart rot	W = west
IB = included bark	X = crossed limbs or trunks

S in front of other abbreviation = significant, e.g., SDk = significant decay

M in front of other abbreviation = minor, e.g., mDb = minor dieback



## ARBORIST DISCLOSURE STATEMENT

Arborists are tree specialists who use their education, knowledge, training and experience to examine trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce the risk of living near trees. Clients may choose to accept or disregard the recommendations of the arborist, or to seek additional advice.

Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that fail in ways we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like any medicine, cannot be guaranteed.

Treatment, pruning and removal of trees may involve considerations beyond the scope of the arborist's services such as property boundaries, property ownership, site lines, disputes between neighbors, and other issues. Arborists cannot take such considerations into account unless complete and accurate information is disclosed to the arborist. An arborist should then be expected to reasonably rely upon the completeness and accuracy of the information provided.

Trees contribute greatly to our enjoyment and appreciation of life. Nonetheless, they are subject to the laws of gravity and physiological decline. Therefore, neither arborists nor tree owners can be reasonably expected to warrant unfailing predictability or elimination of risk.

Trees can be managed, but they cannot be controlled. To live near trees is to accept some degree of risk. The only way to eliminate all risk associated with trees is to eliminate all trees.

Risk assessments were neither requested nor performed on any of the trees for this project.





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**CARLBERG ASSOCIATES**

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<u>Education</u>	B.S., Landscape Architecture, California State Polytechnic University, Pomona, 1985 Graduate, Arboricultural Consulting Academy, American Society of Consulting Arborists, Chicago, Illinois, February 2002 Graduate, Municipal Forestry Institute, Lied, Nebraska, 2012
<u>Experience</u>	Consulting Arborist, Carlberg Associates, 1998-present Manager of Grounds Services, California Institute of Technology, Pasadena, 1992-1998 Director of Grounds, Scripps College, Claremont, 1988-1992
<u>Certificates</u>	Certified Arborist (#WE-0575A), International Society of Arboriculture, 1990 Registered Consulting Arborist (#405), American Society of Consulting Arborists, 2002 Certified Urban Forester (#013), California Urban Forests Council, 2004 Qualified Tree Risk Assessor, International Society of Arboriculture, 2011

**AREAS OF EXPERTISE**

Ms. Carlberg is experienced in the following areas of tree management and preservation:

- Tree health and risk assessment
- Master Planning
- Historic landscape assessments, preservation plans, reports
- Tree inventories and reports to satisfy jurisdictional requirements
- Expert Testimony
- Post-fire assessment, valuation, and mitigation for trees and native plant communities
- Value assessments for native and non-native trees
- Pest and disease identification
- Guidelines for oak preservation
- Selection of appropriate tree species
- Planting, pruning, and maintenance specifications
- Tree and landscape resource mapping – GPS, GIS, and AutoCAD
- Planning Commission, City Council, and community meetings representation

**PREVIOUS CONSULTING EXPERIENCE**

Ms. Carlberg has overseen residential and commercial construction projects to prevent damage to protected and specimen trees. She has thirty-five years of experience in arboriculture and horticulture and has performed tree health evaluation, value and risk assessment, and expert testimony for private clients, government agencies, cities, school districts, and colleges. Representative clients include:

The Huntington Library and Botanical Gardens  
The Los Angeles Zoo and Botanical Gardens  
The Rose Bowl and Brookside Golf Course, Pasadena  
Walt Disney Concert Hall and Gardens  
The Art Center College of Design, Pasadena  
Pepperdine University  
Loyola Marymount University  
The Claremont Colleges (Pomona, Scripps, CMC, Harvey Mudd,  
Claremont Graduate University, Pitzer, Claremont University Center)  
Quinn, Emanuel, Urquhart and Sullivan (attorneys at law)  
Getty Trust – Eames House  
Historic Resources Group

The City of Claremont  
The City of Beverly Hills  
The City of Pasadena  
The City of Los Angeles  
The City of Santa Monica  
Santa Monica/Malibu Unified School District  
San Diego Gas & Electric  
Los Angeles Department of Water and Power  
Rancho Santa Ana Botanic Garden, Claremont  
Latham & Watkins, LLP (attorneys at law)  
Architectural Resources Group  
AHBE Landscape Architects  
Moule and Polyzoides, Architects and Urbanists

**AFFILIATIONS**

Ms. Carlberg serves with the following national, state, and community professional organizations:

- California Urban Forests Council, Board Member, 1995-2006
- Street Tree Seminar, Past President, 2000-present
- American Society of Consulting Arborists Academy, Faculty Member, 2003-2005; 2014
- American Society of Consulting Arborists, Board of Directors, 2013-2015
- Member, Los Angeles Oak Woodland Habitat Conservation Strategic Alliance, 2010-present





## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****Sepulveda Centinela - Existing**  
**Los Angeles-South Coast County, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	23.22	1000sqft	0.53	23,223.00	0
Quality Restaurant	9.45	1000sqft	0.22	9,448.00	0
Parking Lot	63.36	1000sqft	1.45	63,359.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	8			<b>Operational Year</b>	2021
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	691.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - Existing site emissions scenario - no construction

Land Use - Applicant info

Construction Phase - Existing site emissions scenario - no construction

Off-road Equipment - No construction

Vehicle Trips - LADOT Transportation Assessment MOU. Linscott, Law &amp; Greenspan, Engineers. June 2021.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	1.00
tblConstructionPhase	PhaseEndDate	9/3/2021	8/9/2021
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblVehicleTrips	ST_TR	90.04	95.36
tblVehicleTrips	ST_TR	42.04	32.08
tblVehicleTrips	SU_TR	71.97	95.36
tblVehicleTrips	SU_TR	20.43	32.08
tblVehicleTrips	WD_TR	83.84	95.36
tblVehicleTrips	WD_TR	44.32	32.08

**2.0 Emissions Summary**

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## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	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)
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## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Highest

**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1383	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5400e-003
Energy	0.0134	0.1220	0.1025	7.3000e-004		9.2700e-003	9.2700e-003		9.2700e-003	9.2700e-003	0.0000	326.3248	326.3248	0.0118	3.5500e-003	327.6780
Mobile	0.7156	0.7799	6.0130	0.0107	1.0144	0.0114	1.0258	0.2706	0.0106	0.2812	0.0000	991.8798	991.8798	0.0886	0.0535	1,010.0336
Waste						0.0000	0.0000		0.0000	0.0000	6.6987	0.0000	6.6987	0.3959	0.0000	16.5958
Water						0.0000	0.0000		0.0000	0.0000	1.4557	23.0671	24.5228	0.1506	3.6600e-003	29.3798
<b>Total</b>	<b>0.8673</b>	<b>0.9019</b>	<b>6.1167</b>	<b>0.0115</b>	<b>1.0144</b>	<b>0.0206</b>	<b>1.0350</b>	<b>0.2706</b>	<b>0.0199</b>	<b>0.2905</b>	<b>8.1544</b>	<b>1,341.2741</b>	<b>1,349.4284</b>	<b>0.6468</b>	<b>0.0607</b>	<b>1,383.6898</b>

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****2.2 Overall Operational****Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1383	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5400e-003
Energy	0.0134	0.1220	0.1025	7.3000e-004		9.2700e-003	9.2700e-003		9.2700e-003	9.2700e-003	0.0000	326.3248	326.3248	0.0118	3.5500e-003	327.6780
Mobile	0.7156	0.7799	6.0130	0.0107	1.0144	0.0114	1.0258	0.2706	0.0106	0.2812	0.0000	991.8798	991.8798	0.0886	0.0535	1,010.0336
Waste						0.0000	0.0000		0.0000	0.0000	6.6987	0.0000	6.6987	0.3959	0.0000	16.5958
Water						0.0000	0.0000		0.0000	0.0000	1.4557	23.0671	24.5228	0.1506	3.6600e-003	29.3798
<b>Total</b>	<b>0.8673</b>	<b>0.9019</b>	<b>6.1167</b>	<b>0.0115</b>	<b>1.0144</b>	<b>0.0206</b>	<b>1.0350</b>	<b>0.2706</b>	<b>0.0199</b>	<b>0.2905</b>	<b>8.1544</b>	<b>1,341.2741</b>	<b>1,349.4284</b>	<b>0.6468</b>	<b>0.0607</b>	<b>1,383.6898</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

**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	8/9/2021	8/9/2021	5	1	

**Acres of Grading (Site Preparation Phase): 0**

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****Acres of Grading (Grading Phase): 0****Acres of Paving: 1.45****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; 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	0	8.00	81	0.73
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	0	8.00	97	0.37

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

### EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

### Unmitigated Construction On-Site

[illegible]

### Unmitigated Construction Off-Site

[illegible]

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 Demolition - 2021****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**4.0 Operational Detail - Mobile**



## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7156	0.7799	6.0130	0.0107	1.0144	0.0114	1.0258	0.2706	0.0106	0.2812	0.0000	991.8798	991.8798	0.0886	0.0535	1,010.0336
Unmitigated	0.7156	0.7799	6.0130	0.0107	1.0144	0.0114	1.0258	0.2706	0.0106	0.2812	0.0000	991.8798	991.8798	0.0886	0.0535	1,010.0336

**4.2 Trip Summary Information**

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Quality Restaurant	900.96	900.96	900.96	1,282,637	1,282,637
Strip Mall	744.99	744.99	744.99	1,417,422	1,417,422
Total	1,645.96	1,645.96	1,645.96	2,700,058	2,700,058

**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
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

**4.4 Fleet Mix**

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.548812	0.060892	0.186048	0.127862	0.022726	0.005730	0.010818	0.008022	0.000956	0.000624	0.023397	0.000686	0.003425
Quality Restaurant	0.548812	0.060892	0.186048	0.127862	0.022726	0.005730	0.010818	0.008022	0.000956	0.000624	0.023397	0.000686	0.003425
Strip Mall	0.548812	0.060892	0.186048	0.127862	0.022726	0.005730	0.010818	0.008022	0.000956	0.000624	0.023397	0.000686	0.003425

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	193.5126	193.5126	9.2300e-003	1.1200e-003	194.0767
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	193.5126	193.5126	9.2300e-003	1.1200e-003	194.0767
NaturalGas Mitigated	0.0134	0.1220	0.1025	7.3000e-004		9.2700e-003	9.2700e-003		9.2700e-003	9.2700e-003	0.0000	132.8121	132.8121	2.5500e-003	2.4300e-003	133.6014
NaturalGas Unmitigated	0.0134	0.1220	0.1025	7.3000e-004		9.2700e-003	9.2700e-003		9.2700e-003	9.2700e-003	0.0000	132.8121	132.8121	2.5500e-003	2.4300e-003	133.6014

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	2.44259e+006	0.0132	0.1197	0.1006	7.2000e-004		9.1000e-003	9.1000e-003		9.1000e-003	9.1000e-003	0.0000	130.3460	130.3460	2.5000e-003	2.3900e-003	131.1206
Strip Mall	46213.8	2.5000e-004	2.2700e-003	1.9000e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004	0.0000	2.4661	2.4661	5.0000e-005	5.0000e-005	2.4808
<b>Total</b>		<b>0.0134</b>	<b>0.1220</b>	<b>0.1025</b>	<b>7.3000e-004</b>		<b>9.2700e-003</b>	<b>9.2700e-003</b>		<b>9.2700e-003</b>	<b>9.2700e-003</b>	<b>0.0000</b>	<b>132.8121</b>	<b>132.8121</b>	<b>2.5500e-003</b>	<b>2.4400e-003</b>	<b>133.6014</b>

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	2.44259e+006	0.0132	0.1197	0.1006	7.2000e-004		9.1000e-003	9.1000e-003		9.1000e-003	9.1000e-003	0.0000	130.3460	130.3460	2.5000e-003	2.3900e-003	131.1206
Strip Mall	46213.8	2.5000e-004	2.2700e-003	1.9000e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004	0.0000	2.4661	2.4661	5.0000e-005	5.0000e-005	2.4808
<b>Total</b>		<b>0.0134</b>	<b>0.1220</b>	<b>0.1025</b>	<b>7.3000e-004</b>		<b>9.2700e-003</b>	<b>9.2700e-003</b>		<b>9.2700e-003</b>	<b>9.2700e-003</b>	<b>0.0000</b>	<b>132.8121</b>	<b>132.8121</b>	<b>2.5500e-003</b>	<b>2.4400e-003</b>	<b>133.6014</b>

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	22175.6	6.9604	3.3000e-004	4.0000e-005	6.9807
Quality Restaurant	335876	105.4238	5.0300e-003	6.1000e-004	105.7311
Strip Mall	258472	81.1284	3.8700e-003	4.7000e-004	81.3649
<b>Total</b>		<b>193.5126</b>	<b>9.2300e-003</b>	<b>1.1200e-003</b>	<b>194.0767</b>

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****5.3 Energy by Land Use - Electricity****Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	22175.6	6.9604	3.3000e-004	4.0000e-005	6.9807
Quality Restaurant	335876	105.4238	5.0300e-003	6.1000e-004	105.7311
Strip Mall	258472	81.1284	3.8700e-003	4.7000e-004	81.3649
<b>Total</b>		<b>193.5126</b>	<b>9.2300e-003</b>	<b>1.1200e-003</b>	<b>194.0767</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1383	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5400e-003
Unmitigated	0.1383	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5400e-003

**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0160					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1222					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5400e-003
<b>Total</b>	<b>0.1383</b>	<b>1.0000e-005</b>	<b>1.2300e-003</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>2.3800e-003</b>	<b>2.3800e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>2.5400e-003</b>

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	0.0160					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1222					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5400e-003
<b>Total</b>	<b>0.1383</b>	<b>1.0000e-005</b>	<b>1.2300e-003</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>2.3800e-003</b>	<b>2.3800e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>2.5400e-003</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**



## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	24.5228	0.1506	3.6600e-003	29.3798
Unmitigated	24.5228	0.1506	3.6600e-003	29.3798

**7.2 Water by Land Use****Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	2.86839 / 0.183089	13.2716	0.0941	2.2800e-003	16.3019
Strip Mall	1.71996 / 1.05417	11.2512	0.0566	1.3900e-003	13.0779
<b>Total</b>		<b>24.5228</b>	<b>0.1506</b>	<b>3.6700e-003</b>	<b>29.3799</b>

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	2.86839 / 0.183089	13.2716	0.0941	2.2800e-003	16.3019
Strip Mall	1.71996 / 1.05417	11.2512	0.0566	1.3900e-003	13.0779
<b>Total</b>		<b>24.5228</b>	<b>0.1506</b>	<b>3.6700e-003</b>	<b>29.3799</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	6.6987	0.3959	0.0000	16.5958
Unmitigated	6.6987	0.3959	0.0000	16.5958

**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	8.62	1.7498	0.1034	0.0000	4.3350
Strip Mall	24.38	4.9489	0.2925	0.0000	12.2607
<b>Total</b>		<b>6.6987</b>	<b>0.3959</b>	<b>0.0000</b>	<b>16.5958</b>

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****8.2 Waste by Land Use****Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	8.62	1.7498	0.1034	0.0000	4.3350
Strip Mall	24.38	4.9489	0.2925	0.0000	12.2607
<b>Total</b>		<b>6.6987</b>	<b>0.3959</b>	<b>0.0000</b>	<b>16.5958</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment****Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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Sepulveda Centinela - Existing - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## **11.0 Vegetation**

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## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****Sepulveda Centinela - Existing**  
**Los Angeles-South Coast County, Summer****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	23.22	1000sqft	0.53	23,223.00	0
Quality Restaurant	9.45	1000sqft	0.22	9,448.00	0
Parking Lot	63.36	1000sqft	1.45	63,359.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	8			<b>Operational Year</b>	2021
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	691.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - Existing site emissions scenario - no construction

Land Use - Applicant info

Construction Phase - Existing site emissions scenario - no construction

Off-road Equipment - No construction

Vehicle Trips - LADOT Transportation Assessment MOU. Linscott, Law &amp; Greenspan, Engineers. June 2021.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	1.00
tblConstructionPhase	PhaseEndDate	9/3/2021	8/9/2021
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblVehicleTrips	ST_TR	90.04	95.36
tblVehicleTrips	ST_TR	42.04	32.08
tblVehicleTrips	SU_TR	71.97	95.36
tblVehicleTrips	SU_TR	20.43	32.08
tblVehicleTrips	WD_TR	83.84	95.36
tblVehicleTrips	WD_TR	44.32	32.08

**2.0 Emissions Summary**

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### EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

### Unmitigated Construction

### Mitigated Construction

[illegible]



## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.7581	9.0000e-005	9.8400e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Energy	0.0735	0.6685	0.5615	4.0100e-003		0.0508	0.0508		0.0508	0.0508		802.1935	802.1935	0.0154	0.0147	806.9605
Mobile	4.1291	3.9384	32.9107	0.0609	5.6845	0.0624	5.7469	1.5142	0.0584	1.5725		6,205.2454	6,205.2454	0.5144	0.3081	6,309.9260
<b>Total</b>	<b>4.9607</b>	<b>4.6069</b>	<b>33.4821</b>	<b>0.0649</b>	<b>5.6845</b>	<b>0.1133</b>	<b>5.7977</b>	<b>1.5142</b>	<b>0.1092</b>	<b>1.6234</b>		<b>7,007.4599</b>	<b>7,007.4599</b>	<b>0.5299</b>	<b>0.3228</b>	<b>7,116.9089</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.7581	9.0000e-005	9.8400e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Energy	0.0735	0.6685	0.5615	4.0100e-003		0.0508	0.0508		0.0508	0.0508		802.1935	802.1935	0.0154	0.0147	806.9605
Mobile	4.1291	3.9384	32.9107	0.0609	5.6845	0.0624	5.7469	1.5142	0.0584	1.5725		6,205.2454	6,205.2454	0.5144	0.3081	6,309.9260
<b>Total</b>	<b>4.9607</b>	<b>4.6069</b>	<b>33.4821</b>	<b>0.0649</b>	<b>5.6845</b>	<b>0.1133</b>	<b>5.7977</b>	<b>1.5142</b>	<b>0.1092</b>	<b>1.6234</b>		<b>7,007.4599</b>	<b>7,007.4599</b>	<b>0.5299</b>	<b>0.3228</b>	<b>7,116.9089</b>

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	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	8/9/2021	8/9/2021	5	1	

**Acres of Grading (Site Preparation Phase): 0****Acres of Grading (Grading Phase): 0****Acres of Paving: 1.45****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; 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	0	8.00	81	0.73
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	0	8.00	97	0.37

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 Demolition - 2021****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**4.0 Operational Detail - Mobile**

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	4.1291	3.9384	32.9107	0.0609	5.6845	0.0624	5.7469	1.5142	0.0584	1.5725		6,205.245 4	6,205.245 4	0.5144	0.3081	6,309.926 0
Unmitigated	4.1291	3.9384	32.9107	0.0609	5.6845	0.0624	5.7469	1.5142	0.0584	1.5725		6,205.245 4	6,205.245 4	0.5144	0.3081	6,309.926 0

**4.2 Trip Summary Information**

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Quality Restaurant	900.96	900.96	900.96	1,282,637	1,282,637
Strip Mall	744.99	744.99	744.99	1,417,422	1,417,422
Total	1,645.96	1,645.96	1,645.96	2,700,058	2,700,058

**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
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

**4.4 Fleet Mix**

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.548812	0.060892	0.186048	0.127862	0.022726	0.005730	0.010818	0.008022	0.000956	0.000624	0.023397	0.000686	0.003425
Quality Restaurant	0.548812	0.060892	0.186048	0.127862	0.022726	0.005730	0.010818	0.008022	0.000956	0.000624	0.023397	0.000686	0.003425
Strip Mall	0.548812	0.060892	0.186048	0.127862	0.022726	0.005730	0.010818	0.008022	0.000956	0.000624	0.023397	0.000686	0.003425

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0735	0.6685	0.5615	4.0100e-003		0.0508	0.0508		0.0508	0.0508		802.1935	802.1935	0.0154	0.0147	806.9605
NaturalGas Unmitigated	0.0735	0.6685	0.5615	4.0100e-003		0.0508	0.0508		0.0508	0.0508		802.1935	802.1935	0.0154	0.0147	806.9605

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	6692.03	0.0722	0.6561	0.5511	3.9400e-003		0.0499	0.0499		0.0499	0.0499		787.2978	787.2978	0.0151	0.0144	791.9763
Strip Mall	126.613	1.3700e-003	0.0124	0.0104	7.0000e-005		9.4000e-004	9.4000e-004		9.4000e-004	9.4000e-004		14.8957	14.8957	2.9000e-004	2.7000e-004	14.9842
<b>Total</b>		<b>0.0735</b>	<b>0.6685</b>	<b>0.5615</b>	<b>4.0100e-003</b>		<b>0.0508</b>	<b>0.0508</b>		<b>0.0508</b>	<b>0.0508</b>		<b>802.1935</b>	<b>802.1935</b>	<b>0.0154</b>	<b>0.0147</b>	<b>806.9605</b>

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	6.69203	0.0722	0.6561	0.5511	3.9400e-003		0.0499	0.0499		0.0499	0.0499		787.2978	787.2978	0.0151	0.0144	791.9763
Strip Mall	0.126613	1.3700e-003	0.0124	0.0104	7.0000e-005		9.4000e-004	9.4000e-004		9.4000e-004	9.4000e-004		14.8957	14.8957	2.9000e-004	2.7000e-004	14.9842
<b>Total</b>		<b>0.0735</b>	<b>0.6685</b>	<b>0.5615</b>	<b>4.0100e-003</b>		<b>0.0508</b>	<b>0.0508</b>		<b>0.0508</b>	<b>0.0508</b>		<b>802.1935</b>	<b>802.1935</b>	<b>0.0154</b>	<b>0.0147</b>	<b>806.9605</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**



## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.7581	9.0000e-005	9.8400e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Unmitigated	0.7581	9.0000e-005	9.8400e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224

**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0878					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.6693					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.2000e-004	9.0000e-005	9.8400e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
<b>Total</b>	<b>0.7581</b>	<b>9.0000e-005</b>	<b>9.8400e-003</b>	<b>0.0000</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>0.0210</b>	<b>0.0210</b>	<b>6.0000e-005</b>		<b>0.0224</b>

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0878					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.6693					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.2000e-004	9.0000e-005	9.8400e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
<b>Total</b>	<b>0.7581</b>	<b>9.0000e-005</b>	<b>9.8400e-003</b>	<b>0.0000</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>0.0210</b>	<b>0.0210</b>	<b>6.0000e-005</b>		<b>0.0224</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****8.0 Waste Detail**

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**8.1 Mitigation Measures Waste****9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****Sepulveda Centinela - Existing**  
**Los Angeles-South Coast County, Winter****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	23.22	1000sqft	0.53	23,223.00	0
Quality Restaurant	9.45	1000sqft	0.22	9,448.00	0
Parking Lot	63.36	1000sqft	1.45	63,359.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	8			<b>Operational Year</b>	2021
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	691.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - Existing site emissions scenario - no construction

Land Use - Applicant info

Construction Phase - Existing site emissions scenario - no construction

Off-road Equipment - No construction

Vehicle Trips - LADOT Transportation Assessment MOU. Linscott, Law &amp; Greenspan, Engineers. June 2021.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	1.00
tblConstructionPhase	PhaseEndDate	9/3/2021	8/9/2021
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblVehicleTrips	ST_TR	90.04	95.36
tblVehicleTrips	ST_TR	42.04	32.08
tblVehicleTrips	SU_TR	71.97	95.36
tblVehicleTrips	SU_TR	20.43	32.08
tblVehicleTrips	WD_TR	83.84	95.36
tblVehicleTrips	WD_TR	44.32	32.08

**2.0 Emissions Summary**

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### EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

### Unmitigated Construction

### Mitigated Construction

[illegible]

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.7581	9.0000e-005	9.8400e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Energy	0.0735	0.6685	0.5615	4.0100e-003		0.0508	0.0508		0.0508	0.0508		802.1935	802.1935	0.0154	0.0147	806.9605
Mobile	4.0287	4.2383	32.8892	0.0583	5.6845	0.0625	5.7470	1.5142	0.0584	1.5726		5,944.4348	5,944.4348	0.5412	0.3232	6,054.2687
<b>Total</b>	<b>4.8603</b>	<b>4.9068</b>	<b>33.4606</b>	<b>0.0623</b>	<b>5.6845</b>	<b>0.1134</b>	<b>5.7978</b>	<b>1.5142</b>	<b>0.1093</b>	<b>1.6234</b>		<b>6,746.6493</b>	<b>6,746.6493</b>	<b>0.5566</b>	<b>0.3379</b>	<b>6,861.2516</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.7581	9.0000e-005	9.8400e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Energy	0.0735	0.6685	0.5615	4.0100e-003		0.0508	0.0508		0.0508	0.0508		802.1935	802.1935	0.0154	0.0147	806.9605
Mobile	4.0287	4.2383	32.8892	0.0583	5.6845	0.0625	5.7470	1.5142	0.0584	1.5726		5,944.4348	5,944.4348	0.5412	0.3232	6,054.2687
<b>Total</b>	<b>4.8603</b>	<b>4.9068</b>	<b>33.4606</b>	<b>0.0623</b>	<b>5.6845</b>	<b>0.1134</b>	<b>5.7978</b>	<b>1.5142</b>	<b>0.1093</b>	<b>1.6234</b>		<b>6,746.6493</b>	<b>6,746.6493</b>	<b>0.5566</b>	<b>0.3379</b>	<b>6,861.2516</b>

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	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	8/9/2021	8/9/2021	5	1	

**Acres of Grading (Site Preparation Phase): 0****Acres of Grading (Grading Phase): 0****Acres of Paving: 1.45****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; 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	0	8.00	81	0.73
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	0	8.00	97	0.37

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**



## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 Demolition - 2021****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**4.0 Operational Detail - Mobile**

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	4.0287	4.2383	32.8892	0.0583	5.6845	0.0625	5.7470	1.5142	0.0584	1.5726		5,944.4348	5,944.4348	0.5412	0.3232	6,054.2687
Unmitigated	4.0287	4.2383	32.8892	0.0583	5.6845	0.0625	5.7470	1.5142	0.0584	1.5726		5,944.4348	5,944.4348	0.5412	0.3232	6,054.2687

**4.2 Trip Summary Information**

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Quality Restaurant	900.96	900.96	900.96	1,282,637	1,282,637
Strip Mall	744.99	744.99	744.99	1,417,422	1,417,422
Total	1,645.96	1,645.96	1,645.96	2,700,058	2,700,058

**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
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

**4.4 Fleet Mix**

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.548812	0.060892	0.186048	0.127862	0.022726	0.005730	0.010818	0.008022	0.000956	0.000624	0.023397	0.000686	0.003425
Quality Restaurant	0.548812	0.060892	0.186048	0.127862	0.022726	0.005730	0.010818	0.008022	0.000956	0.000624	0.023397	0.000686	0.003425
Strip Mall	0.548812	0.060892	0.186048	0.127862	0.022726	0.005730	0.010818	0.008022	0.000956	0.000624	0.023397	0.000686	0.003425

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0735	0.6685	0.5615	4.0100e-003		0.0508	0.0508		0.0508	0.0508		802.1935	802.1935	0.0154	0.0147	806.9605
NaturalGas Unmitigated	0.0735	0.6685	0.5615	4.0100e-003		0.0508	0.0508		0.0508	0.0508		802.1935	802.1935	0.0154	0.0147	806.9605

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	6692.03	0.0722	0.6561	0.5511	3.9400e-003		0.0499	0.0499		0.0499	0.0499		787.2978	787.2978	0.0151	0.0144	791.9763
Strip Mall	126.613	1.3700e-003	0.0124	0.0104	7.0000e-005		9.4000e-004	9.4000e-004		9.4000e-004	9.4000e-004		14.8957	14.8957	2.9000e-004	2.7000e-004	14.9842
<b>Total</b>		<b>0.0735</b>	<b>0.6685</b>	<b>0.5615</b>	<b>4.0100e-003</b>		<b>0.0508</b>	<b>0.0508</b>		<b>0.0508</b>	<b>0.0508</b>		<b>802.1935</b>	<b>802.1935</b>	<b>0.0154</b>	<b>0.0147</b>	<b>806.9605</b>

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	6.69203	0.0722	0.6561	0.5511	3.9400e-003		0.0499	0.0499		0.0499	0.0499		787.2978	787.2978	0.0151	0.0144	791.9763
Strip Mall	0.126613	1.3700e-003	0.0124	0.0104	7.0000e-005		9.4000e-004	9.4000e-004		9.4000e-004	9.4000e-004		14.8957	14.8957	2.9000e-004	2.7000e-004	14.9842
<b>Total</b>		<b>0.0735</b>	<b>0.6685</b>	<b>0.5615</b>	<b>4.0100e-003</b>		<b>0.0508</b>	<b>0.0508</b>		<b>0.0508</b>	<b>0.0508</b>		<b>802.1935</b>	<b>802.1935</b>	<b>0.0154</b>	<b>0.0147</b>	<b>806.9605</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.7581	9.0000e-005	9.8400e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Unmitigated	0.7581	9.0000e-005	9.8400e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224

**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0878					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.6693					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.2000e-004	9.0000e-005	9.8400e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
<b>Total</b>	<b>0.7581</b>	<b>9.0000e-005</b>	<b>9.8400e-003</b>	<b>0.0000</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>0.0210</b>	<b>0.0210</b>	<b>6.0000e-005</b>		<b>0.0224</b>

## Sepulveda Centinela - Existing - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0878					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.6693					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.2000e-004	9.0000e-005	9.8400e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
<b>Total</b>	<b>0.7581</b>	<b>9.0000e-005</b>	<b>9.8400e-003</b>	<b>0.0000</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>0.0210</b>	<b>0.0210</b>	<b>6.0000e-005</b>		<b>0.0224</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**



Sepulveda Centinela - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

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8.1 Mitigation Measures Waste

9.0 Operational Offroad

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

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Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

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## Sepulveda Centinela - Future - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Sepulveda Centinela - Future**  
**Los Angeles-South Coast County, Annual**

**1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High Turnover (Sit Down Restaurant)	3.70	1000sqft	0.00	3,700.00	0
Enclosed Parking with Elevator	210.21	1000sqft	0.00	210,205.00	0
Apartments Mid Rise	362.00	Dwelling Unit	2.04	387,156.00	1035

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	8			<b>Operational Year</b>	2026
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	691.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - Applicant info. Analysis does not include sewer relocation.

Land Use - Existing restaurant to remain excluded from lot acreage and square footage calculations.

Construction Phase - Construction schedule does not include sewer relocation.

Off-road Equipment - Consultant assumptions

Off-road Equipment - Consultant assumptions

Off-road Equipment -

Off-road Equipment -

Grading - Applicant info

Demolition - Assumes 1647 CY asphalt @ 773lb per CY. Assumes 11372 CY C&D debris @ 484lb per CY.

Trips and VMT - Consultant assumptions.

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Vehicle Trips - Per Project's LADOT MOU. Linscott, Law & Greenspan, Engineers. June 2021.

Woodstoves - No hearths.

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiency for trackout PM reduction.

Landscape Equipment -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	80
tblConstructionPhase	NumDays	10.00	195.00
tblConstructionPhase	NumDays	220.00	630.00
tblConstructionPhase	NumDays	20.00	77.00
tblConstructionPhase	NumDays	6.00	98.00
tblConstructionPhase	PhaseEndDate	5/9/2024	2/27/2026
tblConstructionPhase	PhaseEndDate	4/11/2024	5/29/2026
tblConstructionPhase	PhaseEndDate	5/26/2023	8/15/2023
tblConstructionPhase	PhaseEndDate	6/8/2023	12/29/2023
tblConstructionPhase	PhaseStartDate	4/26/2024	6/1/2025
tblConstructionPhase	PhaseStartDate	6/9/2023	1/1/2024
tblConstructionPhase	PhaseStartDate	6/1/2023	8/16/2023
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	307.70	0.00
tblFireplaces	NumberNoFireplace	36.20	0.00
tblFireplaces	NumberWood	18.10	0.00
tblGrading	AcresOfGrading	98.00	2.04
tblGrading	MaterialExported	0.00	30,000.00
tblLandUse	LandUseSquareFeet	362,000.00	387,156.00
tblLandUse	LotAcreage	0.08	0.00

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblLandUse	LotAcreage	4.83	0.00
tblLandUse	LotAcreage	9.53	2.04
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Crawler Tractors
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	40.00
tblTripsAndVMT	HaulingTripLength	20.00	40.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	37.00	100.00
tblVehicleTrips	ST_TR	4.91	4.16
tblVehicleTrips	ST_TR	122.40	68.60
tblVehicleTrips	SU_TR	4.09	4.16
tblVehicleTrips	SU_TR	142.64	68.60
tblVehicleTrips	WD_TR	5.44	4.16
tblVehicleTrips	WD_TR	112.18	68.60
tblWoodstoves	NumberCatalytic	18.10	0.00
tblWoodstoves	NumberNoncatalytic	18.10	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

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					
2023	0.0844	1.3251	0.8862	3.9500e-003	0.1180	0.0363	0.1543	0.0275	0.0335	0.0610	0.0000	374.8866	374.8866	0.0568	0.0372	387.3897
2024	0.3555	2.1744	3.4429	9.2900e-003	0.5635	0.0753	0.6388	0.1511	0.0720	0.2231	0.0000	834.3352	834.3352	0.0662	0.0347	846.3273
2025	1.3459	2.1477	3.6109	9.7900e-003	0.6201	0.0703	0.6903	0.1661	0.0673	0.2334	0.0000	878.2902	878.2902	0.0664	0.0345	890.2418
2026	0.4109	0.8622	1.4025	3.8500e-003	0.2463	0.0282	0.2744	0.0660	0.0270	0.0929	0.0000	345.1634	345.1634	0.0266	0.0136	349.8825
Maximum	1.3459	2.1744	3.6109	9.7900e-003	0.6201	0.0753	0.6903	0.1661	0.0720	0.2334	0.0000	878.2902	878.2902	0.0664	0.0372	890.2418

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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					
2023	0.0844	1.3251	0.8862	3.9500e-003	0.0483	0.0363	0.0845	0.0124	0.0335	0.0459	0.0000	374.8865	374.8865	0.0568	0.0372	387.3895
2024	0.3555	2.1744	3.4429	9.2900e-003	0.1806	0.0753	0.2559	0.0571	0.0720	0.1291	0.0000	834.3349	834.3349	0.0662	0.0347	846.3270
2025	1.3459	2.1477	3.6109	9.7900e-003	0.1979	0.0703	0.2682	0.0625	0.0673	0.1298	0.0000	878.2898	878.2898	0.0664	0.0345	890.2415
2026	0.4109	0.8622	1.4025	3.8500e-003	0.0787	0.0282	0.1069	0.0249	0.0270	0.0518	0.0000	345.1632	345.1632	0.0266	0.0136	349.8823
Maximum	1.3459	2.1744	3.6109	9.7900e-003	0.1979	0.0753	0.2682	0.0625	0.0720	0.1298	0.0000	878.2898	878.2898	0.0664	0.0372	890.2415

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	67.35	0.00	59.30	61.82	0.00	41.58	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	5-1-2023	7-31-2023	0.2049	0.2049
2	8-1-2023	10-31-2023	0.6786	0.6786
3	11-1-2023	1-31-2024	0.7137	0.7137
4	2-1-2024	4-30-2024	0.6197	0.6197
5	5-1-2024	7-31-2024	0.6272	0.6272
6	8-1-2024	10-31-2024	0.6304	0.6304
7	11-1-2024	1-31-2025	0.6247	0.6247
8	2-1-2025	4-30-2025	0.5788	0.5788

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

9	5-1-2025	7-31-2025	0.9090	0.9090
10	8-1-2025	10-31-2025	1.0733	1.0733
11	11-1-2025	1-31-2026	1.0780	1.0780
12	2-1-2026	4-30-2026	0.7144	0.7144
13	5-1-2026	7-31-2026	0.1853	0.1853
		Highest	1.0780	1.0780

**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.6639	0.0430	3.7324	2.0000e-004		0.0207	0.0207		0.0207	0.0207	0.0000	6.1034	6.1034	5.8500e-003	0.0000	6.2497
Energy	0.0269	0.2329	0.1185	1.4700e-003		0.0186	0.0186		0.0186	0.0186	0.0000	1,102.2524	1,102.2524	0.0450	9.7200e-003	1,106.2719
Mobile	0.9329	1.0529	9.7785	0.0220	2.4840	0.0158	2.4998	0.6628	0.0147	0.6774	0.0000	2,038.6303	2,038.6303	0.1376	0.0867	2,067.9051
Waste						0.0000	0.0000		0.0000	0.0000	42.7398	0.0000	42.7398	2.5259	0.0000	105.8859
Water						0.0000	0.0000		0.0000	0.0000	7.8390	153.0865	160.9255	0.8124	0.0199	187.1654
<b>Total</b>	<b>2.6237</b>	<b>1.3287</b>	<b>13.6294</b>	<b>0.0237</b>	<b>2.4840</b>	<b>0.0551</b>	<b>2.5391</b>	<b>0.6628</b>	<b>0.0540</b>	<b>0.7167</b>	<b>50.5787</b>	<b>3,300.0725</b>	<b>3,350.6512</b>	<b>3.5267</b>	<b>0.1163</b>	<b>3,473.4780</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****2.2 Overall Operational****Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.6639	0.0430	3.7324	2.0000e-004		0.0207	0.0207		0.0207	0.0207	0.0000	6.1034	6.1034	5.8500e-003	0.0000	6.2497
Energy	0.0269	0.2329	0.1185	1.4700e-003		0.0186	0.0186		0.0186	0.0186	0.0000	1,102.2524	1,102.2524	0.0450	9.7200e-003	1,106.2719
Mobile	0.9329	1.0529	9.7785	0.0220	2.4840	0.0158	2.4998	0.6628	0.0147	0.6774	0.0000	2,038.6303	2,038.6303	0.1376	0.0867	2,067.9051
Waste						0.0000	0.0000		0.0000	0.0000	42.7398	0.0000	42.7398	2.5259	0.0000	105.8859
Water						0.0000	0.0000		0.0000	0.0000	7.8390	153.0865	160.9255	0.8124	0.0199	187.1654
<b>Total</b>	<b>2.6237</b>	<b>1.3287</b>	<b>13.6294</b>	<b>0.0237</b>	<b>2.4840</b>	<b>0.0551</b>	<b>2.5391</b>	<b>0.6628</b>	<b>0.0540</b>	<b>0.7167</b>	<b>50.5787</b>	<b>3,300.0725</b>	<b>3,350.6512</b>	<b>3.5267</b>	<b>0.1163</b>	<b>3,473.4780</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

**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	5/1/2023	8/15/2023	5	77	
2	Grading	Grading	8/16/2023	12/29/2023	5	98	
3	Building Construction	Building Construction	1/1/2024	5/29/2026	5	630	



## Sepulveda Centinela - Future - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

4	Architectural Coating	Architectural Coating	6/1/2025	2/27/2026	5	195
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**Acres of Grading (Site Preparation Phase): 0****Acres of Grading (Grading Phase): 2.04****Acres of Paving: 0****Residential Indoor: 783,991; Residential Outdoor: 261,330; Non-Residential Indoor: 5,550; Non-Residential Outdoor: 1,850; Striped Parking Area: 12,612 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Excavators	1	8.00	158	0.38
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Grading	Crawler Tractors	1	8.00	212	0.43
Demolition	Excavators	1	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

**Trips and VMT**

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

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	3	8.00	0.00	335.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	3,750.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	350.00	74.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	70.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

Clean Paved Roads

**3.2 Demolition - 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					
Fugitive Dust					0.0363	0.0000	0.0363	5.4900e-003	0.0000	5.4900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0190	0.1782	0.2979	4.4000e-004		8.7700e-003	8.7700e-003		8.0700e-003	8.0700e-003	0.0000	38.6204	38.6204	0.0125	0.0000	38.9327
<b>Total</b>	<b>0.0190</b>	<b>0.1782</b>	<b>0.2979</b>	<b>4.4000e-004</b>	<b>0.0363</b>	<b>8.7700e-003</b>	<b>0.0450</b>	<b>5.4900e-003</b>	<b>8.0700e-003</b>	<b>0.0136</b>	<b>0.0000</b>	<b>38.6204</b>	<b>38.6204</b>	<b>0.0125</b>	<b>0.0000</b>	<b>38.9327</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 Demolition - 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	5.4000e-004	0.0430	9.2000e-003	1.9000e-004	5.7600e-003	2.7000e-004	6.0300e-003	1.5800e-003	2.6000e-004	1.8400e-003	0.0000	19.1110	19.1110	1.0600e-003	3.0400e-003	20.0421
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.8000e-004	7.8000e-004	0.0105	3.0000e-005	3.3800e-003	2.0000e-005	3.4000e-003	9.0000e-004	2.0000e-005	9.2000e-004	0.0000	2.6865	2.6865	7.0000e-005	7.0000e-005	2.7091
<b>Total</b>	<b>1.5200e-003</b>	<b>0.0437</b>	<b>0.0197</b>	<b>2.2000e-004</b>	<b>9.1400e-003</b>	<b>2.9000e-004</b>	<b>9.4300e-003</b>	<b>2.4800e-003</b>	<b>2.8000e-004</b>	<b>2.7600e-003</b>	<b>0.0000</b>	<b>21.7975</b>	<b>21.7975</b>	<b>1.1300e-003</b>	<b>3.1100e-003</b>	<b>22.7512</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0163	0.0000	0.0163	2.4700e-003	0.0000	2.4700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0190	0.1782	0.2979	4.4000e-004		8.7700e-003	8.7700e-003		8.0700e-003	8.0700e-003	0.0000	38.6204	38.6204	0.0125	0.0000	38.9326
<b>Total</b>	<b>0.0190</b>	<b>0.1782</b>	<b>0.2979</b>	<b>4.4000e-004</b>	<b>0.0163</b>	<b>8.7700e-003</b>	<b>0.0251</b>	<b>2.4700e-003</b>	<b>8.0700e-003</b>	<b>0.0105</b>	<b>0.0000</b>	<b>38.6204</b>	<b>38.6204</b>	<b>0.0125</b>	<b>0.0000</b>	<b>38.9326</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 Demolition - 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	5.4000e-004	0.0430	9.2000e-003	1.9000e-004	2.3000e-003	2.7000e-004	2.5700e-003	7.3000e-004	2.6000e-004	9.9000e-004	0.0000	19.1110	19.1110	1.0600e-003	3.0400e-003	20.0421
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.8000e-004	7.8000e-004	0.0105	3.0000e-005	1.0300e-003	2.0000e-005	1.0600e-003	3.2000e-004	2.0000e-005	3.4000e-004	0.0000	2.6865	2.6865	7.0000e-005	7.0000e-005	2.7091
<b>Total</b>	<b>1.5200e-003</b>	<b>0.0437</b>	<b>0.0197</b>	<b>2.2000e-004</b>	<b>3.3300e-003</b>	<b>2.9000e-004</b>	<b>3.6300e-003</b>	<b>1.0500e-003</b>	<b>2.8000e-004</b>	<b>1.3300e-003</b>	<b>0.0000</b>	<b>21.7975</b>	<b>21.7975</b>	<b>1.1300e-003</b>	<b>3.1100e-003</b>	<b>22.7512</b>

**3.3 Grading - 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					
Fugitive Dust					2.7800e-003	0.0000	2.7800e-003	3.7000e-004	0.0000	3.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0563	0.6212	0.4490	1.1000e-003		0.0241	0.0241		0.0222	0.0222	0.0000	96.2659	96.2659	0.0311	0.0000	97.0443
<b>Total</b>	<b>0.0563</b>	<b>0.6212</b>	<b>0.4490</b>	<b>1.1000e-003</b>	<b>2.7800e-003</b>	<b>0.0241</b>	<b>0.0269</b>	<b>3.7000e-004</b>	<b>0.0222</b>	<b>0.0226</b>	<b>0.0000</b>	<b>96.2659</b>	<b>96.2659</b>	<b>0.0311</b>	<b>0.0000</b>	<b>97.0443</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.3 Grading - 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	6.0000e-003	0.4808	0.1030	2.1500e-003	0.0645	3.0700e-003	0.0676	0.0177	2.9400e-003	0.0206	0.0000	213.9288	213.9288	0.0119	0.0340	224.3515
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5500e-003	1.2300e-003	0.0167	5.0000e-005	5.3700e-003	3.0000e-005	5.4000e-003	1.4300e-003	3.0000e-005	1.4600e-003	0.0000	4.2740	4.2740	1.1000e-004	1.1000e-004	4.3100
<b>Total</b>	<b>7.5500e-003</b>	<b>0.4820</b>	<b>0.1197</b>	<b>2.2000e-003</b>	<b>0.0699</b>	<b>3.1000e-003</b>	<b>0.0730</b>	<b>0.0191</b>	<b>2.9700e-003</b>	<b>0.0221</b>	<b>0.0000</b>	<b>218.2028</b>	<b>218.2028</b>	<b>0.0120</b>	<b>0.0341</b>	<b>228.6615</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2500e-003	0.0000	1.2500e-003	1.7000e-004	0.0000	1.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0563	0.6212	0.4490	1.1000e-003		0.0241	0.0241		0.0222	0.0222	0.0000	96.2658	96.2658	0.0311	0.0000	97.0442
<b>Total</b>	<b>0.0563</b>	<b>0.6212</b>	<b>0.4490</b>	<b>1.1000e-003</b>	<b>1.2500e-003</b>	<b>0.0241</b>	<b>0.0254</b>	<b>1.7000e-004</b>	<b>0.0222</b>	<b>0.0224</b>	<b>0.0000</b>	<b>96.2658</b>	<b>96.2658</b>	<b>0.0311</b>	<b>0.0000</b>	<b>97.0442</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.3 Grading - 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	6.0000e-003	0.4808	0.1030	2.1500e-003	0.0257	3.0700e-003	0.0288	8.1900e-003	2.9400e-003	0.0111	0.0000	213.9288	213.9288	0.0119	0.0340	224.3515
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5500e-003	1.2300e-003	0.0167	5.0000e-005	1.6500e-003	3.0000e-005	1.6800e-003	5.1000e-004	3.0000e-005	5.4000e-004	0.0000	4.2740	4.2740	1.1000e-004	1.1000e-004	4.3100
<b>Total</b>	<b>7.5500e-003</b>	<b>0.4820</b>	<b>0.1197</b>	<b>2.2000e-003</b>	<b>0.0274</b>	<b>3.1000e-003</b>	<b>0.0305</b>	<b>8.7000e-003</b>	<b>2.9700e-003</b>	<b>0.0117</b>	<b>0.0000</b>	<b>218.2028</b>	<b>218.2028</b>	<b>0.0120</b>	<b>0.0341</b>	<b>228.6615</b>

**3.4 Building Construction - 2024****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2092	1.6799	1.8471	3.2800e-003		0.0705	0.0705		0.0675	0.0675	0.0000	272.1052	272.1052	0.0507	0.0000	273.3722
<b>Total</b>	<b>0.2092</b>	<b>1.6799</b>	<b>1.8471</b>	<b>3.2800e-003</b>		<b>0.0705</b>	<b>0.0705</b>		<b>0.0675</b>	<b>0.0675</b>	<b>0.0000</b>	<b>272.1052</b>	<b>272.1052</b>	<b>0.0507</b>	<b>0.0000</b>	<b>273.3722</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 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	0.0106	0.3915	0.1432	1.7800e-003	0.0611	1.8900e-003	0.0630	0.0176	1.8100e-003	0.0194	0.0000	173.6140	173.6140	5.9100e-003	0.0250	181.2148
Worker	0.1357	0.1030	1.4526	4.2400e-003	0.5024	2.9500e-003	0.5054	0.1334	2.7200e-003	0.1362	0.0000	388.6160	388.6160	9.6300e-003	9.6800e-003	391.7403
<b>Total</b>	<b>0.1463</b>	<b>0.4945</b>	<b>1.5958</b>	<b>6.0200e-003</b>	<b>0.5635</b>	<b>4.8400e-003</b>	<b>0.5684</b>	<b>0.1511</b>	<b>4.5300e-003</b>	<b>0.1556</b>	<b>0.0000</b>	<b>562.2300</b>	<b>562.2300</b>	<b>0.0155</b>	<b>0.0347</b>	<b>572.9551</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.2092	1.6799	1.8471	3.2800e-003		0.0705	0.0705		0.0675	0.0675	0.0000	272.1049	272.1049	0.0507	0.0000	273.3719
<b>Total</b>	<b>0.2092</b>	<b>1.6799</b>	<b>1.8471</b>	<b>3.2800e-003</b>		<b>0.0705</b>	<b>0.0705</b>		<b>0.0675</b>	<b>0.0675</b>	<b>0.0000</b>	<b>272.1049</b>	<b>272.1049</b>	<b>0.0507</b>	<b>0.0000</b>	<b>273.3719</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 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	0.0106	0.3915	0.1432	1.7800e-003	0.0265	1.8900e-003	0.0284	9.1500e-003	1.8100e-003	0.0110	0.0000	173.6140	173.6140	5.9100e-003	0.0250	181.2148
Worker	0.1357	0.1030	1.4526	4.2400e-003	0.1540	2.9500e-003	0.1570	0.0479	2.7200e-003	0.0507	0.0000	388.6160	388.6160	9.6300e-003	9.6800e-003	391.7403
<b>Total</b>	<b>0.1463</b>	<b>0.4945</b>	<b>1.5958</b>	<b>6.0200e-003</b>	<b>0.1806</b>	<b>4.8400e-003</b>	<b>0.1854</b>	<b>0.0571</b>	<b>4.5300e-003</b>	<b>0.0616</b>	<b>0.0000</b>	<b>562.2300</b>	<b>562.2300</b>	<b>0.0155</b>	<b>0.0347</b>	<b>572.9551</b>

**3.4 Building Construction - 2025****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1944	1.5690	1.8279	3.2700e-003		0.0613	0.0613		0.0587	0.0587	0.0000	271.0946	271.0946	0.0497	0.0000	272.3375
<b>Total</b>	<b>0.1944</b>	<b>1.5690</b>	<b>1.8279</b>	<b>3.2700e-003</b>		<b>0.0613</b>	<b>0.0613</b>		<b>0.0587</b>	<b>0.0587</b>	<b>0.0000</b>	<b>271.0946</b>	<b>271.0946</b>	<b>0.0497</b>	<b>0.0000</b>	<b>272.3375</b>



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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2025****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0103	0.3881	0.1400	1.7400e-003	0.0609	1.8900e-003	0.0628	0.0176	1.8000e-003	0.0194	0.0000	169.8398	169.8398	5.9300e-003	0.0245	177.2837
Worker	0.1265	0.0921	1.3466	4.0800e-003	0.5005	2.8000e-003	0.5033	0.1329	2.5800e-003	0.1355	0.0000	373.9778	373.9778	8.6600e-003	9.0000e-003	376.8761
<b>Total</b>	<b>0.1368</b>	<b>0.4802</b>	<b>1.4866</b>	<b>5.8200e-003</b>	<b>0.5614</b>	<b>4.6900e-003</b>	<b>0.5661</b>	<b>0.1505</b>	<b>4.3800e-003</b>	<b>0.1549</b>	<b>0.0000</b>	<b>543.8175</b>	<b>543.8175</b>	<b>0.0146</b>	<b>0.0335</b>	<b>554.1598</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1944	1.5690	1.8279	3.2700e-003		0.0613	0.0613		0.0587	0.0587	0.0000	271.0943	271.0943	0.0497	0.0000	272.3372
<b>Total</b>	<b>0.1944</b>	<b>1.5690</b>	<b>1.8279</b>	<b>3.2700e-003</b>		<b>0.0613</b>	<b>0.0613</b>		<b>0.0587</b>	<b>0.0587</b>	<b>0.0000</b>	<b>271.0943</b>	<b>271.0943</b>	<b>0.0497</b>	<b>0.0000</b>	<b>272.3372</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2025****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0103	0.3881	0.1400	1.7400e-003	0.0264	1.8900e-003	0.0283	9.1100e-003	1.8000e-003	0.0109	0.0000	169.8398	169.8398	5.9300e-003	0.0245	177.2837
Worker	0.1265	0.0921	1.3466	4.0800e-003	0.1535	2.8000e-003	0.1563	0.0478	2.5800e-003	0.0503	0.0000	373.9778	373.9778	8.6600e-003	9.0000e-003	376.8761
<b>Total</b>	<b>0.1368</b>	<b>0.4802</b>	<b>1.4866</b>	<b>5.8200e-003</b>	<b>0.1799</b>	<b>4.6900e-003</b>	<b>0.1846</b>	<b>0.0569</b>	<b>4.3800e-003</b>	<b>0.0613</b>	<b>0.0000</b>	<b>543.8175</b>	<b>543.8175</b>	<b>0.0146</b>	<b>0.0335</b>	<b>554.1598</b>

**3.4 Building Construction - 2026****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0797	0.6433	0.7494	1.3400e-003		0.0251	0.0251		0.0241	0.0241	0.0000	111.1384	111.1384	0.0204	0.0000	111.6480
<b>Total</b>	<b>0.0797</b>	<b>0.6433</b>	<b>0.7494</b>	<b>1.3400e-003</b>		<b>0.0251</b>	<b>0.0251</b>		<b>0.0241</b>	<b>0.0241</b>	<b>0.0000</b>	<b>111.1384</b>	<b>111.1384</b>	<b>0.0204</b>	<b>0.0000</b>	<b>111.6480</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2026****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.1000e-003	0.1579	0.0566	7.0000e-004	0.0250	7.7000e-004	0.0257	7.2000e-003	7.4000e-004	7.9400e-003	0.0000	68.3363	68.3363	2.4500e-003	9.8600e-003	71.3344
Worker	0.0488	0.0343	0.5179	1.6200e-003	0.2052	1.0900e-003	0.2063	0.0545	1.0000e-003	0.0555	0.0000	148.6566	148.6566	3.2300e-003	3.4800e-003	149.7731
<b>Total</b>	<b>0.0529</b>	<b>0.1922</b>	<b>0.5745</b>	<b>2.3200e-003</b>	<b>0.2301</b>	<b>1.8600e-003</b>	<b>0.2320</b>	<b>0.0617</b>	<b>1.7400e-003</b>	<b>0.0634</b>	<b>0.0000</b>	<b>216.9929</b>	<b>216.9929</b>	<b>5.6800e-003</b>	<b>0.0133</b>	<b>221.1075</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0797	0.6433	0.7494	1.3400e-003		0.0251	0.0251		0.0241	0.0241	0.0000	111.1383	111.1383	0.0204	0.0000	111.6478
<b>Total</b>	<b>0.0797</b>	<b>0.6433</b>	<b>0.7494</b>	<b>1.3400e-003</b>		<b>0.0251</b>	<b>0.0251</b>		<b>0.0241</b>	<b>0.0241</b>	<b>0.0000</b>	<b>111.1383</b>	<b>111.1383</b>	<b>0.0204</b>	<b>0.0000</b>	<b>111.6478</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2026****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.1000e-003	0.1579	0.0566	7.0000e-004	0.0108	7.7000e-004	0.0116	3.7400e-003	7.4000e-004	4.4700e-003	0.0000	68.3363	68.3363	2.4500e-003	9.8600e-003	71.3344
Worker	0.0488	0.0343	0.5179	1.6200e-003	0.0629	1.0900e-003	0.0640	0.0196	1.0000e-003	0.0206	0.0000	148.6566	148.6566	3.2300e-003	3.4800e-003	149.7731
<b>Total</b>	<b>0.0529</b>	<b>0.1922</b>	<b>0.5745</b>	<b>2.3200e-003</b>	<b>0.0737</b>	<b>1.8600e-003</b>	<b>0.0756</b>	<b>0.0233</b>	<b>1.7400e-003</b>	<b>0.0251</b>	<b>0.0000</b>	<b>216.9929</b>	<b>216.9929</b>	<b>5.6800e-003</b>	<b>0.0133</b>	<b>221.1075</b>

**3.5 Architectural Coating - 2025****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.9868					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0131	0.0876	0.1384	2.3000e-004		3.9400e-003	3.9400e-003		3.9400e-003	3.9400e-003	0.0000	19.5324	19.5324	1.0700e-003	0.0000	19.5590
<b>Total</b>	<b>0.9998</b>	<b>0.0876</b>	<b>0.1384</b>	<b>2.3000e-004</b>		<b>3.9400e-003</b>	<b>3.9400e-003</b>		<b>3.9400e-003</b>	<b>3.9400e-003</b>	<b>0.0000</b>	<b>19.5324</b>	<b>19.5324</b>	<b>1.0700e-003</b>	<b>0.0000</b>	<b>19.5590</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.5 Architectural Coating - 2025****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0148	0.0108	0.1579	4.8000e-004	0.0587	3.3000e-004	0.0590	0.0156	3.0000e-004	0.0159	0.0000	43.8457	43.8457	1.0200e-003	1.0600e-003	44.1855
<b>Total</b>	<b>0.0148</b>	<b>0.0108</b>	<b>0.1579</b>	<b>4.8000e-004</b>	<b>0.0587</b>	<b>3.3000e-004</b>	<b>0.0590</b>	<b>0.0156</b>	<b>3.0000e-004</b>	<b>0.0159</b>	<b>0.0000</b>	<b>43.8457</b>	<b>43.8457</b>	<b>1.0200e-003</b>	<b>1.0600e-003</b>	<b>44.1855</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.9868					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0131	0.0876	0.1384	2.3000e-004		3.9400e-003	3.9400e-003		3.9400e-003	3.9400e-003	0.0000	19.5324	19.5324	1.0700e-003	0.0000	19.5590
<b>Total</b>	<b>0.9998</b>	<b>0.0876</b>	<b>0.1384</b>	<b>2.3000e-004</b>		<b>3.9400e-003</b>	<b>3.9400e-003</b>		<b>3.9400e-003</b>	<b>3.9400e-003</b>	<b>0.0000</b>	<b>19.5324</b>	<b>19.5324</b>	<b>1.0700e-003</b>	<b>0.0000</b>	<b>19.5590</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.5 Architectural Coating - 2025****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0148	0.0108	0.1579	4.8000e-004	0.0180	3.3000e-004	0.0183	5.6000e-003	3.0000e-004	5.9000e-003	0.0000	43.8457	43.8457	1.0200e-003	1.0600e-003	44.1855
<b>Total</b>	<b>0.0148</b>	<b>0.0108</b>	<b>0.1579</b>	<b>4.8000e-004</b>	<b>0.0180</b>	<b>3.3000e-004</b>	<b>0.0183</b>	<b>5.6000e-003</b>	<b>3.0000e-004</b>	<b>5.9000e-003</b>	<b>0.0000</b>	<b>43.8457</b>	<b>43.8457</b>	<b>1.0200e-003</b>	<b>1.0600e-003</b>	<b>44.1855</b>

**3.5 Architectural Coating - 2026****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2709					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.5900e-003	0.0241	0.0380	6.0000e-005		1.0800e-003	1.0800e-003		1.0800e-003	1.0800e-003	0.0000	5.3618	5.3618	2.9000e-004	0.0000	5.3691
<b>Total</b>	<b>0.2745</b>	<b>0.0241</b>	<b>0.0380</b>	<b>6.0000e-005</b>		<b>1.0800e-003</b>	<b>1.0800e-003</b>		<b>1.0800e-003</b>	<b>1.0800e-003</b>	<b>0.0000</b>	<b>5.3618</b>	<b>5.3618</b>	<b>2.9000e-004</b>	<b>0.0000</b>	<b>5.3691</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.5 Architectural Coating - 2026****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.8300e-003	2.6900e-003	0.0407	1.3000e-004	0.0161	9.0000e-005	0.0162	4.2800e-003	8.0000e-005	4.3600e-003	0.0000	11.6702	11.6702	2.5000e-004	2.7000e-004	11.7579
<b>Total</b>	<b>3.8300e-003</b>	<b>2.6900e-003</b>	<b>0.0407</b>	<b>1.3000e-004</b>	<b>0.0161</b>	<b>9.0000e-005</b>	<b>0.0162</b>	<b>4.2800e-003</b>	<b>8.0000e-005</b>	<b>4.3600e-003</b>	<b>0.0000</b>	<b>11.6702</b>	<b>11.6702</b>	<b>2.5000e-004</b>	<b>2.7000e-004</b>	<b>11.7579</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2709					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.5900e-003	0.0241	0.0380	6.0000e-005		1.0800e-003	1.0800e-003		1.0800e-003	1.0800e-003	0.0000	5.3618	5.3618	2.9000e-004	0.0000	5.3691
<b>Total</b>	<b>0.2745</b>	<b>0.0241</b>	<b>0.0380</b>	<b>6.0000e-005</b>		<b>1.0800e-003</b>	<b>1.0800e-003</b>		<b>1.0800e-003</b>	<b>1.0800e-003</b>	<b>0.0000</b>	<b>5.3618</b>	<b>5.3618</b>	<b>2.9000e-004</b>	<b>0.0000</b>	<b>5.3691</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.5 Architectural Coating - 2026****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.8300e-003	2.6900e-003	0.0407	1.3000e-004	4.9400e-003	9.0000e-005	5.0200e-003	1.5400e-003	8.0000e-005	1.6200e-003	0.0000	11.6702	11.6702	2.5000e-004	2.7000e-004	11.7579
<b>Total</b>	<b>3.8300e-003</b>	<b>2.6900e-003</b>	<b>0.0407</b>	<b>1.3000e-004</b>	<b>4.9400e-003</b>	<b>9.0000e-005</b>	<b>5.0200e-003</b>	<b>1.5400e-003</b>	<b>8.0000e-005</b>	<b>1.6200e-003</b>	<b>0.0000</b>	<b>11.6702</b>	<b>11.6702</b>	<b>2.5000e-004</b>	<b>2.7000e-004</b>	<b>11.7579</b>

**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**



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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9329	1.0529	9.7785	0.0220	2.4840	0.0158	2.4998	0.6628	0.0147	0.6774	0.0000	2,038.6303	2,038.6303	0.1376	0.0867	2,067.9051
Unmitigated	0.9329	1.0529	9.7785	0.0220	2.4840	0.0158	2.4998	0.6628	0.0147	0.6774	0.0000	2,038.6303	2,038.6303	0.1376	0.0867	2,067.9051

**4.2 Trip Summary Information**

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,505.92	1,505.92	1505.92	5,796,409	5,796,409
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	253.82	253.82	253.82	814,145	814,145
Total	1,759.74	1,759.74	1,759.74	6,610,554	6,610,554

**4.3 Trip Type Information**

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	100	0	0
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
High Turnover (Sit Down)	16.60	8.40	6.90	8.50	72.50	19.00	100	0	0

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
Enclosed Parking with Elevator	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

High Turnover (Sit Down Restaurant)	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
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**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	835.8216	835.8216	0.0399	4.8300e-003	838.2579
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	835.8216	835.8216	0.0399	4.8300e-003	838.2579
NaturalGas Mitigated	0.0269	0.2329	0.1185	1.4700e-003		0.0186	0.0186		0.0186	0.0186	0.0000	266.4307	266.4307	5.1100e-003	4.8800e-003	268.0140
NaturalGas Unmitigated	0.0269	0.2329	0.1185	1.4700e-003		0.0186	0.0186		0.0186	0.0186	0.0000	266.4307	266.4307	5.1100e-003	4.8800e-003	268.0140

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	4.0361e+006	0.0218	0.1860	0.0791	1.1900e-003		0.0150	0.0150		0.0150	0.0150	0.0000	215.3850	215.3850	4.1300e-003	3.9500e-003	216.6649
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	956561	5.1600e-003	0.0469	0.0394	2.8000e-004		3.5600e-003	3.5600e-003		3.5600e-003	3.5600e-003	0.0000	51.0457	51.0457	9.8000e-004	9.4000e-004	51.3491
<b>Total</b>		<b>0.0269</b>	<b>0.2329</b>	<b>0.1185</b>	<b>1.4700e-003</b>		<b>0.0186</b>	<b>0.0186</b>		<b>0.0186</b>	<b>0.0186</b>	<b>0.0000</b>	<b>266.4307</b>	<b>266.4307</b>	<b>5.1100e-003</b>	<b>4.8900e-003</b>	<b>268.0140</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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 Mid Rise	4.03616e+006	0.0218	0.1860	0.0791	1.1900e-003		0.0150	0.0150		0.0150	0.0150	0.0000	215.3850	215.3850	4.1300e-003	3.9500e-003	216.6649
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	956561	5.1600e-003	0.0469	0.0394	2.8000e-004		3.5600e-003	3.5600e-003		3.5600e-003	3.5600e-003	0.0000	51.0457	51.0457	9.8000e-004	9.4000e-004	51.3491
<b>Total</b>		<b>0.0269</b>	<b>0.2329</b>	<b>0.1185</b>	<b>1.4700e-003</b>		<b>0.0186</b>	<b>0.0186</b>		<b>0.0186</b>	<b>0.0186</b>	<b>0.0000</b>	<b>266.4307</b>	<b>266.4307</b>	<b>5.1100e-003</b>	<b>4.8900e-003</b>	<b>268.0140</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.38785e +006	435.6129	0.0208	2.5200e- 003	436.8826
Enclosed Parking with Elevator	1.14352e +006	358.9230	0.0171	2.0700e- 003	359.9691
High Turnover (Sit Down Restaurant)	131535	41.2858	1.9700e- 003	2.4000e- 004	41.4061
<b>Total</b>		<b>835.8216</b>	<b>0.0399</b>	<b>4.8300e- 003</b>	<b>838.2579</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****5.3 Energy by Land Use - Electricity****Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.38785e+006	435.6129	0.0208	2.5200e-003	436.8826
Enclosed Parking with Elevator	1.14352e+006	358.9230	0.0171	2.0700e-003	359.9691
High Turnover (Sit Down Restaurant)	131535	41.2858	1.9700e-003	2.4000e-004	41.4061
<b>Total</b>		<b>835.8216</b>	<b>0.0399</b>	<b>4.8300e-003</b>	<b>838.2579</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.6639	0.0430	3.7324	2.0000e-004		0.0207	0.0207		0.0207	0.0207	0.0000	6.1034	6.1034	5.8500e-003	0.0000	6.2497
Unmitigated	1.6639	0.0430	3.7324	2.0000e-004		0.0207	0.0207		0.0207	0.0207	0.0000	6.1034	6.1034	5.8500e-003	0.0000	6.2497

**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	0.1258					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.4260					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1122	0.0430	3.7324	2.0000e-004		0.0207	0.0207		0.0207	0.0207	0.0000	6.1034	6.1034	5.8500e-003	0.0000	6.2497
<b>Total</b>	<b>1.6639</b>	<b>0.0430</b>	<b>3.7324</b>	<b>2.0000e-004</b>		<b>0.0207</b>	<b>0.0207</b>		<b>0.0207</b>	<b>0.0207</b>	<b>0.0000</b>	<b>6.1034</b>	<b>6.1034</b>	<b>5.8500e-003</b>	<b>0.0000</b>	<b>6.2497</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	0.1258					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.4260					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1122	0.0430	3.7324	2.0000e-004		0.0207	0.0207		0.0207	0.0207	0.0000	6.1034	6.1034	5.8500e-003	0.0000	6.2497
<b>Total</b>	<b>1.6639</b>	<b>0.0430</b>	<b>3.7324</b>	<b>2.0000e-004</b>		<b>0.0207</b>	<b>0.0207</b>		<b>0.0207</b>	<b>0.0207</b>	<b>0.0000</b>	<b>6.1034</b>	<b>6.1034</b>	<b>5.8500e-003</b>	<b>0.0000</b>	<b>6.2497</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**



## Sepulveda Centinela - Future - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	160.9255	0.8124	0.0199	187.1654
Unmitigated	160.9255	0.8124	0.0199	187.1654

**7.2 Water by Land Use****Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	23.5858 / 14.8693	155.7292	0.7756	0.0190	180.7826
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	1.12307 / 0.0716856	5.1963	0.0368	8.9000e-004	6.3828
<b>Total</b>		<b>160.9255</b>	<b>0.8124</b>	<b>0.0199</b>	<b>187.1654</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	23.5858 / 14.8693	155.7292	0.7756	0.0190	180.7826
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	1.12307 / 0.0716856	5.1963	0.0368	8.9000e-004	6.3828
<b>Total</b>		<b>160.9255</b>	<b>0.8124</b>	<b>0.0199</b>	<b>187.1654</b>

**8.0 Waste Detail****8.1 Mitigation Measures Waste**

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	42.7398	2.5259	0.0000	105.8859
Unmitigated	42.7398	2.5259	0.0000	105.8859

**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	166.52	33.8021	1.9976	0.0000	83.7432
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	44.03	8.9377	0.5282	0.0000	22.1428
<b>Total</b>		<b>42.7398</b>	<b>2.5258</b>	<b>0.0000</b>	<b>105.8859</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****8.2 Waste by Land Use****Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	166.52	33.8021	1.9976	0.0000	83.7432
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	44.03	8.9377	0.5282	0.0000	22.1428
<b>Total</b>		<b>42.7398</b>	<b>2.5258</b>	<b>0.0000</b>	<b>105.8859</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment****Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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Sepulveda Centinela - Future - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**11.0 Vegetation**

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## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Sepulveda Centinela - Future**  
**Los Angeles-South Coast County, Summer**

**1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High Turnover (Sit Down Restaurant)	3.70	1000sqft	0.00	3,700.00	0
Enclosed Parking with Elevator	210.21	1000sqft	0.00	210,205.00	0
Apartments Mid Rise	362.00	Dwelling Unit	2.04	387,156.00	1035

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	8			<b>Operational Year</b>	2026
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	691.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - Applicant info. Analysis does not include sewer relocation.

Land Use - Existing restaurant to remain excluded from lot acreage and square footage calculations.

Construction Phase - Construction schedule does not include sewer relocation.

Off-road Equipment - Consultant assumptions

Off-road Equipment - Consultant assumptions

Off-road Equipment -

Off-road Equipment -

Grading - Applicant info

Demolition - Assumes 1647 CY asphalt @ 773lb per CY. Assumes 11372 CY C&D debris @ 484lb per CY.

Trips and VMT - Consultant assumptions.

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Vehicle Trips - Per Project's LADOT MOU. Linscott, Law & Greenspan, Engineers. June 2021.

Woodstoves - No hearths.

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiency for trackout PM reduction.

Landscape Equipment -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	80
tblConstructionPhase	NumDays	10.00	195.00
tblConstructionPhase	NumDays	220.00	630.00
tblConstructionPhase	NumDays	20.00	77.00
tblConstructionPhase	NumDays	6.00	98.00
tblConstructionPhase	PhaseEndDate	5/9/2024	2/27/2026
tblConstructionPhase	PhaseEndDate	4/11/2024	5/29/2026
tblConstructionPhase	PhaseEndDate	5/26/2023	8/15/2023
tblConstructionPhase	PhaseEndDate	6/8/2023	12/29/2023
tblConstructionPhase	PhaseStartDate	4/26/2024	6/1/2025
tblConstructionPhase	PhaseStartDate	6/9/2023	1/1/2024
tblConstructionPhase	PhaseStartDate	6/1/2023	8/16/2023
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	307.70	0.00
tblFireplaces	NumberNoFireplace	36.20	0.00
tblFireplaces	NumberWood	18.10	0.00
tblGrading	AcresOfGrading	98.00	2.04
tblGrading	MaterialExported	0.00	30,000.00
tblLandUse	LandUseSquareFeet	362,000.00	387,156.00
tblLandUse	LotAcreage	0.08	0.00

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblLandUse	LotAcreage	4.83	0.00
tblLandUse	LotAcreage	9.53	2.04
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Crawler Tractors
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	40.00
tblTripsAndVMT	HaulingTripLength	20.00	40.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	37.00	100.00
tblVehicleTrips	ST_TR	4.91	4.16
tblVehicleTrips	ST_TR	122.40	68.60
tblVehicleTrips	SU_TR	4.09	4.16
tblVehicleTrips	SU_TR	142.64	68.60
tblVehicleTrips	WD_TR	5.44	4.16
tblVehicleTrips	WD_TR	112.18	68.60
tblWoodstoves	NumberCatalytic	18.10	0.00
tblWoodstoves	NumberNoncatalytic	18.10	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00



## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

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					
2023	1.3064	21.9977	11.6194	0.0671	1.5073	0.5553	2.0625	0.4043	0.5132	0.9174	0.0000	7,077.1085	7,077.1085	0.9709	0.7665	7,329.7813
2024	2.7233	16.3666	26.9310	0.0722	4.3862	0.5750	4.9611	1.1740	0.5498	1.7238	0.0000	7,150.5415	7,150.5415	0.5562	0.2852	7,249.4426
2025	15.8103	16.7525	29.9914	0.0803	5.1686	0.5616	5.7302	1.3815	0.5388	1.9203	0.0000	7,947.1223	7,947.1223	0.5719	0.2907	8,048.0382
2026	15.7383	16.6623	29.1594	0.0789	5.1686	0.5603	5.7289	1.3815	0.5375	1.9191	0.0000	7,800.4431	7,800.4431	0.5642	0.2821	7,898.6152
Maximum	15.8103	21.9977	29.9914	0.0803	5.1686	0.5750	5.7302	1.3815	0.5498	1.9203	0.0000	7,947.1223	7,947.1223	0.9709	0.7665	8,048.0382

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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					
2023	1.3064	21.9977	11.6194	0.0671	0.5889	0.5553	1.1442	0.1823	0.5132	0.6955	0.0000	7,077.108 5	7,077.108 5	0.9709	0.7665	7,329.781 3
2024	2.7233	16.3666	26.9310	0.0722	1.3953	0.5750	1.9702	0.4399	0.5498	0.9896	0.0000	7,150.541 5	7,150.541 5	0.5562	0.2852	7,249.442 6
2025	15.8103	16.7525	29.9914	0.0803	1.6335	0.5616	2.1951	0.5138	0.5388	1.0526	0.0000	7,947.122 3	7,947.122 3	0.5719	0.2907	8,048.038 2
2026	15.7383	16.6623	29.1594	0.0789	1.6335	0.5603	2.1938	0.5138	0.5375	1.0513	0.0000	7,800.443 1	7,800.443 1	0.5642	0.2821	7,898.615 2
Maximum	15.8103	21.9977	29.9914	0.0803	1.6335	0.5750	2.1951	0.5138	0.5498	1.0526	0.0000	7,947.122 3	7,947.122 3	0.9709	0.7665	8,048.038 2

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	67.65	0.00	59.40	62.00	0.00	41.53	0.00	0.00	0.00	0.00	0.00	0.00

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	9.4004	0.3439	29.8589	1.5800e-003		0.1656	0.1656		0.1656	0.1656	0.0000	53.8228	53.8228	0.0516	0.0000	55.1132
Energy	0.1475	1.2760	0.6495	8.0500e-003		0.1019	0.1019		0.1019	0.1019		1,609.2582	1,609.2582	0.0308	0.0295	1,618.8212
Mobile	5.2904	5.2859	54.4237	0.1250	13.9196	0.0870	14.0066	3.7081	0.0808	3.7889		12,752.7569	12,752.7569	0.8168	0.5007	12,922.3810
<b>Total</b>	<b>14.8383</b>	<b>6.9058</b>	<b>84.9321</b>	<b>0.1347</b>	<b>13.9196</b>	<b>0.3545</b>	<b>14.2741</b>	<b>3.7081</b>	<b>0.3483</b>	<b>4.0564</b>	<b>0.0000</b>	<b>14,415.8379</b>	<b>14,415.8379</b>	<b>0.8993</b>	<b>0.5302</b>	<b>14,596.3154</b>

**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	9.4004	0.3439	29.8589	1.5800e-003		0.1656	0.1656		0.1656	0.1656	0.0000	53.8228	53.8228	0.0516	0.0000	55.1132
Energy	0.1475	1.2760	0.6495	8.0500e-003		0.1019	0.1019		0.1019	0.1019		1,609.2582	1,609.2582	0.0308	0.0295	1,618.8212
Mobile	5.2904	5.2859	54.4237	0.1250	13.9196	0.0870	14.0066	3.7081	0.0808	3.7889		12,752.7569	12,752.7569	0.8168	0.5007	12,922.3810
<b>Total</b>	<b>14.8383</b>	<b>6.9058</b>	<b>84.9321</b>	<b>0.1347</b>	<b>13.9196</b>	<b>0.3545</b>	<b>14.2741</b>	<b>3.7081</b>	<b>0.3483</b>	<b>4.0564</b>	<b>0.0000</b>	<b>14,415.8379</b>	<b>14,415.8379</b>	<b>0.8993</b>	<b>0.5302</b>	<b>14,596.3154</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	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	5/1/2023	8/15/2023	5	77	
2	Grading	Grading	8/16/2023	12/29/2023	5	98	
3	Building Construction	Building Construction	1/1/2024	5/29/2026	5	630	
4	Architectural Coating	Architectural Coating	6/1/2025	2/27/2026	5	195	

**Acres of Grading (Site Preparation Phase): 0****Acres of Grading (Grading Phase): 2.04****Acres of Paving: 0****Residential Indoor: 783,991; Residential Outdoor: 261,330; Non-Residential Indoor: 5,550; Non-Residential Outdoor: 1,850; Striped Parking Area: 12,612 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Excavators	1	8.00	158	0.38
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Grading	Crawler Tractors	1	8.00	212	0.43
Demolition	Excavators	1	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	3	8.00	0.00	335.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	3,750.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	350.00	74.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	70.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

Clean Paved Roads

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 Demolition - 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					
Fugitive Dust					0.9418	0.0000	0.9418	0.1426	0.0000	0.1426			0.0000			0.0000
Off-Road	0.4923	4.6277	7.7367	0.0114		0.2278	0.2278		0.2096	0.2096		1,105.759 2	1,105.759 2	0.3576		1,114.699 8
<b>Total</b>	<b>0.4923</b>	<b>4.6277</b>	<b>7.7367</b>	<b>0.0114</b>	<b>0.9418</b>	<b>0.2278</b>	<b>1.1696</b>	<b>0.1426</b>	<b>0.2096</b>	<b>0.3522</b>		<b>1,105.759 2</b>	<b>1,105.759 2</b>	<b>0.3576</b>		<b>1,114.699 8</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0142	1.0571	0.2382	4.9800e-003	0.1522	7.1200e-003	0.1593	0.0417	6.8100e-003	0.0485		547.0517	547.0517	0.0305	0.0869	573.7036
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0256	0.0179	0.2891	7.9000e-004	0.0894	5.4000e-004	0.0900	0.0237	5.0000e-004	0.0242		80.0060	80.0060	2.0200e-003	1.8500e-003	80.6067
<b>Total</b>	<b>0.0398</b>	<b>1.0750</b>	<b>0.5273</b>	<b>5.7700e-003</b>	<b>0.2416</b>	<b>7.6600e-003</b>	<b>0.2493</b>	<b>0.0654</b>	<b>7.3100e-003</b>	<b>0.0727</b>		<b>627.0577</b>	<b>627.0577</b>	<b>0.0325</b>	<b>0.0887</b>	<b>654.3103</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 Demolition - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4238	0.0000	0.4238	0.0642	0.0000	0.0642			0.0000			0.0000
Off-Road	0.4923	4.6277	7.7367	0.0114		0.2278	0.2278		0.2096	0.2096	0.0000	1,105.759 2	1,105.759 2	0.3576		1,114.699 8
<b>Total</b>	<b>0.4923</b>	<b>4.6277</b>	<b>7.7367</b>	<b>0.0114</b>	<b>0.4238</b>	<b>0.2278</b>	<b>0.6516</b>	<b>0.0642</b>	<b>0.2096</b>	<b>0.2738</b>	<b>0.0000</b>	<b>1,105.759 2</b>	<b>1,105.759 2</b>	<b>0.3576</b>		<b>1,114.699 8</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0142	1.0571	0.2382	4.9800e-003	0.0602	7.1200e-003	0.0673	0.0191	6.8100e-003	0.0260		547.0517	547.0517	0.0305	0.0869	573.7036
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0256	0.0179	0.2891	7.9000e-004	0.0272	5.4000e-004	0.0278	8.4500e-003	5.0000e-004	8.9400e-003		80.0060	80.0060	2.0200e-003	1.8500e-003	80.6067
<b>Total</b>	<b>0.0398</b>	<b>1.0750</b>	<b>0.5273</b>	<b>5.7700e-003</b>	<b>0.0874</b>	<b>7.6600e-003</b>	<b>0.0951</b>	<b>0.0276</b>	<b>7.3100e-003</b>	<b>0.0349</b>		<b>627.0577</b>	<b>627.0577</b>	<b>0.0325</b>	<b>0.0887</b>	<b>654.3103</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.3 Grading - 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					
Fugitive Dust					0.0567	0.0000	0.0567	7.6300e-003	0.0000	7.6300e-003			0.0000			0.0000
Off-Road	1.1497	12.6777	9.1627	0.0224		0.4920	0.4920		0.4527	0.4527		2,165.6125	2,165.6125	0.7004		2,183.1226
<b>Total</b>	<b>1.1497</b>	<b>12.6777</b>	<b>9.1627</b>	<b>0.0224</b>	<b>0.0567</b>	<b>0.4920</b>	<b>0.5487</b>	<b>7.6300e-003</b>	<b>0.4527</b>	<b>0.4603</b>		<b>2,165.6125</b>	<b>2,165.6125</b>	<b>0.7004</b>		<b>2,183.1226</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1247	9.2977	2.0952	0.0438	1.3388	0.0626	1.4014	0.3670	0.0599	0.4269		4,811.4885	4,811.4885	0.2680	0.7641	5,045.9004
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0320	0.0223	0.3614	9.9000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		100.0075	100.0075	2.5200e-003	2.3100e-003	100.7583
<b>Total</b>	<b>0.1567</b>	<b>9.3200</b>	<b>2.4566</b>	<b>0.0448</b>	<b>1.4506</b>	<b>0.0633</b>	<b>1.5138</b>	<b>0.3966</b>	<b>0.0605</b>	<b>0.4571</b>		<b>4,911.4960</b>	<b>4,911.4960</b>	<b>0.2705</b>	<b>0.7665</b>	<b>5,146.6587</b>



## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.3 Grading - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0255	0.0000	0.0255	3.4300e-003	0.0000	3.4300e-003			0.0000			0.0000
Off-Road	1.1497	12.6777	9.1627	0.0224		0.4920	0.4920		0.4527	0.4527	0.0000	2,165.6125	2,165.6125	0.7004		2,183.1226
<b>Total</b>	<b>1.1497</b>	<b>12.6777</b>	<b>9.1627</b>	<b>0.0224</b>	<b>0.0255</b>	<b>0.4920</b>	<b>0.5175</b>	<b>3.4300e-003</b>	<b>0.4527</b>	<b>0.4561</b>	<b>0.0000</b>	<b>2,165.6125</b>	<b>2,165.6125</b>	<b>0.7004</b>		<b>2,183.1226</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1247	9.2977	2.0952	0.0438	0.5293	0.0626	0.5919	0.1683	0.0599	0.2282		4,811.4885	4,811.4885	0.2680	0.7641	5,045.9004
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0320	0.0223	0.3614	9.9000e-004	0.0340	6.7000e-004	0.0347	0.0106	6.2000e-004	0.0112		100.0075	100.0075	2.5200e-003	2.3100e-003	100.7583
<b>Total</b>	<b>0.1567</b>	<b>9.3200</b>	<b>2.4566</b>	<b>0.0448</b>	<b>0.5634</b>	<b>0.0633</b>	<b>0.6267</b>	<b>0.1789</b>	<b>0.0605</b>	<b>0.2394</b>		<b>4,911.4960</b>	<b>4,911.4960</b>	<b>0.2705</b>	<b>0.7665</b>	<b>5,146.6587</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2024****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153		2,289.654 1	2,289.654 1	0.4265		2,300.315 4
<b>Total</b>	<b>1.5971</b>	<b>12.8235</b>	<b>14.1002</b>	<b>0.0250</b>		<b>0.5381</b>	<b>0.5381</b>		<b>0.5153</b>	<b>0.5153</b>		<b>2,289.654 1</b>	<b>2,289.654 1</b>	<b>0.4265</b>		<b>2,300.315 4</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0826	2.8462	1.0770	0.0136	0.4740	0.0144	0.4884	0.1365	0.0138	0.1502		1,459.832 1	1,459.832 1	0.0499	0.2101	1,523.689 6
Worker	1.0435	0.6970	11.7539	0.0337	3.9122	0.0225	3.9347	1.0375	0.0207	1.0583		3,401.055 3	3,401.055 3	0.0799	0.0751	3,425.437 6
<b>Total</b>	<b>1.1261</b>	<b>3.5431</b>	<b>12.8308</b>	<b>0.0472</b>	<b>4.3862</b>	<b>0.0369</b>	<b>4.4231</b>	<b>1.1740</b>	<b>0.0345</b>	<b>1.2085</b>		<b>4,860.887 4</b>	<b>4,860.887 4</b>	<b>0.1297</b>	<b>0.2852</b>	<b>4,949.127 2</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2024****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153	0.0000	2,289.654 1	2,289.654 1	0.4265		2,300.315 4
<b>Total</b>	<b>1.5971</b>	<b>12.8235</b>	<b>14.1002</b>	<b>0.0250</b>		<b>0.5381</b>	<b>0.5381</b>		<b>0.5153</b>	<b>0.5153</b>	<b>0.0000</b>	<b>2,289.654 1</b>	<b>2,289.654 1</b>	<b>0.4265</b>		<b>2,300.315 4</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0826	2.8462	1.0770	0.0136	0.2040	0.0144	0.2184	0.0702	0.0138	0.0840		1,459.832 1	1,459.832 1	0.0499	0.2101	1,523.689 6
Worker	1.0435	0.6970	11.7539	0.0337	1.1913	0.0225	1.2138	0.3697	0.0207	0.3904		3,401.055 3	3,401.055 3	0.0799	0.0751	3,425.437 6
<b>Total</b>	<b>1.1261</b>	<b>3.5431</b>	<b>12.8308</b>	<b>0.0472</b>	<b>1.3953</b>	<b>0.0369</b>	<b>1.4322</b>	<b>0.4399</b>	<b>0.0345</b>	<b>0.4744</b>		<b>4,860.887 4</b>	<b>4,860.887 4</b>	<b>0.1297</b>	<b>0.2852</b>	<b>4,949.127 2</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2025****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498		2,289.889 8	2,289.889 8	0.4200		2,300.388 7
<b>Total</b>	<b>1.4897</b>	<b>12.0233</b>	<b>14.0072</b>	<b>0.0250</b>		<b>0.4700</b>	<b>0.4700</b>		<b>0.4498</b>	<b>0.4498</b>		<b>2,289.889 8</b>	<b>2,289.889 8</b>	<b>0.4200</b>		<b>2,300.388 7</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0803	2.8327	1.0572	0.0133	0.4740	0.0144	0.4884	0.1365	0.0138	0.1503		1,433.549 4	1,433.549 4	0.0502	0.2065	1,496.332 1
Worker	0.9755	0.6259	10.9315	0.0325	3.9122	0.0215	3.9336	1.0375	0.0197	1.0573		3,285.195 9	3,285.195 9	0.0720	0.0702	3,307.904 6
<b>Total</b>	<b>1.0557</b>	<b>3.4585</b>	<b>11.9887</b>	<b>0.0458</b>	<b>4.3862</b>	<b>0.0359</b>	<b>4.4221</b>	<b>1.1740</b>	<b>0.0335</b>	<b>1.2076</b>		<b>4,718.745 2</b>	<b>4,718.745 2</b>	<b>0.1222</b>	<b>0.2766</b>	<b>4,804.236 7</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2025****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498	0.0000	2,289.889 8	2,289.889 8	0.4200		2,300.388 7
<b>Total</b>	<b>1.4897</b>	<b>12.0233</b>	<b>14.0072</b>	<b>0.0250</b>		<b>0.4700</b>	<b>0.4700</b>		<b>0.4498</b>	<b>0.4498</b>	<b>0.0000</b>	<b>2,289.889 8</b>	<b>2,289.889 8</b>	<b>0.4200</b>		<b>2,300.388 7</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0803	2.8327	1.0572	0.0133	0.2040	0.0144	0.2184	0.0702	0.0138	0.0840		1,433.549 4	1,433.549 4	0.0502	0.2065	1,496.332 1
Worker	0.9755	0.6259	10.9315	0.0325	1.1913	0.0215	1.2127	0.3697	0.0197	0.3894		3,285.195 9	3,285.195 9	0.0720	0.0702	3,307.904 6
<b>Total</b>	<b>1.0557</b>	<b>3.4585</b>	<b>11.9887</b>	<b>0.0458</b>	<b>1.3953</b>	<b>0.0359</b>	<b>1.4311</b>	<b>0.4399</b>	<b>0.0335</b>	<b>0.4734</b>		<b>4,718.745 2</b>	<b>4,718.745 2</b>	<b>0.1222</b>	<b>0.2766</b>	<b>4,804.236 7</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2026****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498		2,289.889 8	2,289.889 8	0.4200		2,300.388 7
<b>Total</b>	<b>1.4897</b>	<b>12.0233</b>	<b>14.0072</b>	<b>0.0250</b>		<b>0.4700</b>	<b>0.4700</b>		<b>0.4498</b>	<b>0.4498</b>		<b>2,289.889 8</b>	<b>2,289.889 8</b>	<b>0.4200</b>		<b>2,300.388 7</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0783	2.8119	1.0421	0.0130	0.4740	0.0144	0.4884	0.1365	0.0138	0.1502		1,406.943 0	1,406.943 0	0.0505	0.2028	1,468.625 2
Worker	0.9172	0.5680	10.2508	0.0315	3.9122	0.0203	3.9325	1.0375	0.0187	1.0562		3,185.135 2	3,185.135 2	0.0653	0.0661	3,206.474 5
<b>Total</b>	<b>0.9954</b>	<b>3.3799</b>	<b>11.2929</b>	<b>0.0446</b>	<b>4.3862</b>	<b>0.0347</b>	<b>4.4209</b>	<b>1.1740</b>	<b>0.0325</b>	<b>1.2065</b>		<b>4,592.078 2</b>	<b>4,592.078 2</b>	<b>0.1159</b>	<b>0.2689</b>	<b>4,675.099 7</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2026****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498	0.0000	2,289.8898	2,289.8898	0.4200		2,300.3887
<b>Total</b>	<b>1.4897</b>	<b>12.0233</b>	<b>14.0072</b>	<b>0.0250</b>		<b>0.4700</b>	<b>0.4700</b>		<b>0.4498</b>	<b>0.4498</b>	<b>0.0000</b>	<b>2,289.8898</b>	<b>2,289.8898</b>	<b>0.4200</b>		<b>2,300.3887</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0783	2.8119	1.0421	0.0130	0.2040	0.0144	0.2184	0.0702	0.0138	0.0840		1,406.9430	1,406.9430	0.0505	0.2028	1,468.6252
Worker	0.9172	0.5680	10.2508	0.0315	1.1913	0.0203	1.2116	0.3697	0.0187	0.3884		3,185.1352	3,185.1352	0.0653	0.0661	3,206.4745
<b>Total</b>	<b>0.9954</b>	<b>3.3799</b>	<b>11.2929</b>	<b>0.0446</b>	<b>1.3953</b>	<b>0.0347</b>	<b>1.4300</b>	<b>0.4399</b>	<b>0.0325</b>	<b>0.4723</b>		<b>4,592.0782</b>	<b>4,592.0782</b>	<b>0.1159</b>	<b>0.2689</b>	<b>4,675.0997</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.5 Architectural Coating - 2025****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.8989					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>13.0698</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1951	0.1252	2.1863	6.5000e-003	0.7824	4.2900e-003	0.7867	0.2075	3.9500e-003	0.2115		657.0392	657.0392	0.0144	0.0140	661.5809
<b>Total</b>	<b>0.1951</b>	<b>0.1252</b>	<b>2.1863</b>	<b>6.5000e-003</b>	<b>0.7824</b>	<b>4.2900e-003</b>	<b>0.7867</b>	<b>0.2075</b>	<b>3.9500e-003</b>	<b>0.2115</b>		<b>657.0392</b>	<b>657.0392</b>	<b>0.0144</b>	<b>0.0140</b>	<b>661.5809</b>



## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.5 Architectural Coating - 2025****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.8989					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>13.0698</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1951	0.1252	2.1863	6.5000e-003	0.2383	4.2900e-003	0.2425	0.0739	3.9500e-003	0.0779		657.0392	657.0392	0.0144	0.0140	661.5809
<b>Total</b>	<b>0.1951</b>	<b>0.1252</b>	<b>2.1863</b>	<b>6.5000e-003</b>	<b>0.2383</b>	<b>4.2900e-003</b>	<b>0.2425</b>	<b>0.0739</b>	<b>3.9500e-003</b>	<b>0.0779</b>		<b>657.0392</b>	<b>657.0392</b>	<b>0.0144</b>	<b>0.0140</b>	<b>661.5809</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.5 Architectural Coating - 2026****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.8989					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>13.0698</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1834	0.1136	2.0502	6.3000e-003	0.7824	4.0700e-003	0.7865	0.2075	3.7400e-003	0.2113		637.0271	637.0271	0.0131	0.0132	641.2949
<b>Total</b>	<b>0.1834</b>	<b>0.1136</b>	<b>2.0502</b>	<b>6.3000e-003</b>	<b>0.7824</b>	<b>4.0700e-003</b>	<b>0.7865</b>	<b>0.2075</b>	<b>3.7400e-003</b>	<b>0.2113</b>		<b>637.0271</b>	<b>637.0271</b>	<b>0.0131</b>	<b>0.0132</b>	<b>641.2949</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.5 Architectural Coating - 2026****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.8989					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>13.0698</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1834	0.1136	2.0502	6.3000e-003	0.2383	4.0700e-003	0.2423	0.0739	3.7400e-003	0.0777		637.0271	637.0271	0.0131	0.0132	641.2949
<b>Total</b>	<b>0.1834</b>	<b>0.1136</b>	<b>2.0502</b>	<b>6.3000e-003</b>	<b>0.2383</b>	<b>4.0700e-003</b>	<b>0.2423</b>	<b>0.0739</b>	<b>3.7400e-003</b>	<b>0.0777</b>		<b>637.0271</b>	<b>637.0271</b>	<b>0.0131</b>	<b>0.0132</b>	<b>641.2949</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

## EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

## 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	5.2904	5.2859	54.4237	0.1250	13.9196	0.0870	14.0066	3.7081	0.0808	3.7889		12,752.75 69	12,752.75 69	0.8168	0.5007	12,922.38 10
Unmitigated	5.2904	5.2859	54.4237	0.1250	13.9196	0.0870	14.0066	3.7081	0.0808	3.7889		12,752.75 69	12,752.75 69	0.8168	0.5007	12,922.38 10

## 4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,505.92	1,505.92	1505.92	5,796,409	5,796,409
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	253.82	253.82	253.82	814,145	814,145
Total	1,759.74	1,759.74	1,759.74	6,610,554	6,610,554

## 4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	100	0	0
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	100	0	0

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
Enclosed Parking with Elevator	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
High Turnover (Sit Down Restaurant)	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1475	1.2760	0.6495	8.0500e-003		0.1019	0.1019		0.1019	0.1019		1,609.2582	1,609.2582	0.0308	0.0295	1,618.8212
NaturalGas Unmitigated	0.1475	1.2760	0.6495	8.0500e-003		0.1019	0.1019		0.1019	0.1019		1,609.2582	1,609.2582	0.0308	0.0295	1,618.8212

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	11058	0.1193	1.0191	0.4337	6.5000e-003		0.0824	0.0824		0.0824	0.0824		1,300.9387	1,300.9387	0.0249	0.0239	1,308.6696
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	2620.72	0.0283	0.2569	0.2158	1.5400e-003		0.0195	0.0195		0.0195	0.0195		308.3194	308.3194	5.9100e-003	5.6500e-003	310.1516
<b>Total</b>		<b>0.1475</b>	<b>1.2760</b>	<b>0.6495</b>	<b>8.0400e-003</b>		<b>0.1019</b>	<b>0.1019</b>		<b>0.1019</b>	<b>0.1019</b>		<b>1,609.2582</b>	<b>1,609.2582</b>	<b>0.0308</b>	<b>0.0295</b>	<b>1,618.8212</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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 Mid Rise	11.058	0.1193	1.0191	0.4337	6.5000e-003		0.0824	0.0824		0.0824	0.0824		1,300.9387	1,300.9387	0.0249	0.0239	1,308.6696
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	2.62072	0.0283	0.2569	0.2158	1.5400e-003		0.0195	0.0195		0.0195	0.0195		308.3194	308.3194	5.9100e-003	5.6500e-003	310.1516
<b>Total</b>		<b>0.1475</b>	<b>1.2760</b>	<b>0.6495</b>	<b>8.0400e-003</b>		<b>0.1019</b>	<b>0.1019</b>		<b>0.1019</b>	<b>0.1019</b>		<b>1,609.2582</b>	<b>1,609.2582</b>	<b>0.0308</b>	<b>0.0295</b>	<b>1,618.8212</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	9.4004	0.3439	29.8589	1.5800e-003		0.1656	0.1656		0.1656	0.1656	0.0000	53.8228	53.8228	0.0516	0.0000	55.1132
Unmitigated	9.4004	0.3439	29.8589	1.5800e-003		0.1656	0.1656		0.1656	0.1656	0.0000	53.8228	53.8228	0.0516	0.0000	55.1132

**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.6891					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.8134					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.8979	0.3439	29.8589	1.5800e-003		0.1656	0.1656		0.1656	0.1656		53.8228	53.8228	0.0516		55.1132
<b>Total</b>	<b>9.4004</b>	<b>0.3439</b>	<b>29.8589</b>	<b>1.5800e-003</b>		<b>0.1656</b>	<b>0.1656</b>		<b>0.1656</b>	<b>0.1656</b>	<b>0.0000</b>	<b>53.8228</b>	<b>53.8228</b>	<b>0.0516</b>	<b>0.0000</b>	<b>55.1132</b>



## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.6891					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.8134					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.8979	0.3439	29.8589	1.5800e-003		0.1656	0.1656		0.1656	0.1656		53.8228	53.8228	0.0516		55.1132
<b>Total</b>	<b>9.4004</b>	<b>0.3439</b>	<b>29.8589</b>	<b>1.5800e-003</b>		<b>0.1656</b>	<b>0.1656</b>		<b>0.1656</b>	<b>0.1656</b>	<b>0.0000</b>	<b>53.8228</b>	<b>53.8228</b>	<b>0.0516</b>	<b>0.0000</b>	<b>55.1132</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****8.0 Waste Detail**

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**8.1 Mitigation Measures Waste****9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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## Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****Sepulveda Centinela - Future  
Los Angeles-South Coast County, Winter****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High Turnover (Sit Down Restaurant)	3.70	1000sqft	0.00	3,700.00	0
Enclosed Parking with Elevator	210.21	1000sqft	0.00	210,205.00	0
Apartments Mid Rise	362.00	Dwelling Unit	2.04	387,156.00	1035

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	8			<b>Operational Year</b>	2026
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	691.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - Applicant info. Analysis does not include sewer relocation.

Land Use - Existing restaurant to remain excluded from lot acreage and square footage calculations.

Construction Phase - Construction schedule does not include sewer relocation.

Off-road Equipment - Consultant assumptions

Off-road Equipment - Consultant assumptions

Off-road Equipment -

Off-road Equipment -

Grading - Applicant info

Demolition - Assumes 1647 CY asphalt @ 773lb per CY. Assumes 11372 CY C&D debris @ 484lb per CY.

Trips and VMT - Consultant assumptions.

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Vehicle Trips - Per Project's LADOT MOU. Linscott, Law & Greenspan, Engineers. June 2021.

Woodstoves - No hearths.

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiency for trackout PM reduction.

Landscape Equipment -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	80
tblConstructionPhase	NumDays	10.00	195.00
tblConstructionPhase	NumDays	220.00	630.00
tblConstructionPhase	NumDays	20.00	77.00
tblConstructionPhase	NumDays	6.00	98.00
tblConstructionPhase	PhaseEndDate	5/9/2024	2/27/2026
tblConstructionPhase	PhaseEndDate	4/11/2024	5/29/2026
tblConstructionPhase	PhaseEndDate	5/26/2023	8/15/2023
tblConstructionPhase	PhaseEndDate	6/8/2023	12/29/2023
tblConstructionPhase	PhaseStartDate	4/26/2024	6/1/2025
tblConstructionPhase	PhaseStartDate	6/9/2023	1/1/2024
tblConstructionPhase	PhaseStartDate	6/1/2023	8/16/2023
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	307.70	0.00
tblFireplaces	NumberNoFireplace	36.20	0.00
tblFireplaces	NumberWood	18.10	0.00
tblGrading	AcresOfGrading	98.00	2.04
tblGrading	MaterialExported	0.00	30,000.00
tblLandUse	LandUseSquareFeet	362,000.00	387,156.00
tblLandUse	LotAcreage	0.08	0.00

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblLandUse	LotAcreage	4.83	0.00
tblLandUse	LotAcreage	9.53	2.04
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Crawler Tractors
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	40.00
tblTripsAndVMT	HaulingTripLength	20.00	40.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	37.00	100.00
tblVehicleTrips	ST_TR	4.91	4.16
tblVehicleTrips	ST_TR	122.40	68.60
tblVehicleTrips	SU_TR	4.09	4.16
tblVehicleTrips	SU_TR	142.64	68.60
tblVehicleTrips	WD_TR	5.44	4.16
tblVehicleTrips	WD_TR	112.18	68.60
tblWoodstoves	NumberCatalytic	18.10	0.00
tblWoodstoves	NumberNoncatalytic	18.10	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

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					
2023	1.3034	22.3882	11.6071	0.0671	1.5073	0.5554	2.0626	0.4043	0.5132	0.9175	0.0000	7,074.426 2	7,074.426 2	0.9707	0.7670	7,327.269 5
2024	2.8016	16.5730	26.0246	0.0705	4.3862	0.5750	4.9612	1.1740	0.5498	1.7238	0.0000	6,974.063 7	6,974.063 7	0.5571	0.2909	7,074.670 7
2025	15.9027	16.9640	28.9847	0.0783	5.1686	0.5617	5.7303	1.3815	0.5389	1.9204	0.0000	7,742.622 2	7,742.622 2	0.5731	0.2969	7,845.420 4
2026	15.8290	16.8657	28.2236	0.0769	5.1686	0.5603	5.7290	1.3815	0.5376	1.9191	0.0000	7,602.573 1	7,602.573 1	0.5654	0.2880	7,702.518 7
Maximum	15.9027	22.3882	28.9847	0.0783	5.1686	0.5750	5.7303	1.3815	0.5498	1.9204	0.0000	7,742.622 2	7,742.622 2	0.9707	0.7670	7,845.420 4

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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					
2023	1.3034	22.3882	11.6071	0.0671	0.5889	0.5554	1.1443	0.1823	0.5132	0.6955	0.0000	7,074.426 2	7,074.426 2	0.9707	0.7670	7,327.269 5
2024	2.8016	16.5730	26.0246	0.0705	1.3953	0.5750	1.9703	0.4399	0.5498	0.9897	0.0000	6,974.063 7	6,974.063 7	0.5571	0.2909	7,074.670 7
2025	15.9027	16.9640	28.9847	0.0783	1.6335	0.5617	2.1952	0.5138	0.5389	1.0527	0.0000	7,742.622 2	7,742.622 2	0.5731	0.2969	7,845.420 4
2026	15.8290	16.8657	28.2236	0.0769	1.6335	0.5603	2.1938	0.5138	0.5376	1.0514	0.0000	7,602.573 1	7,602.573 1	0.5654	0.2880	7,702.518 6
Maximum	15.9027	22.3882	28.9847	0.0783	1.6335	0.5750	2.1952	0.5138	0.5498	1.0527	0.0000	7,742.622 2	7,742.622 2	0.9707	0.7670	7,845.420 4

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	67.65	0.00	59.40	62.00	0.00	41.53	0.00	0.00	0.00	0.00	0.00	0.00

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	9.4004	0.3439	29.8589	1.5800e-003		0.1656	0.1656		0.1656	0.1656	0.0000	53.8228	53.8228	0.0516	0.0000	55.1132
Energy	0.1475	1.2760	0.6495	8.0500e-003		0.1019	0.1019		0.1019	0.1019		1,609.2582	1,609.2582	0.0308	0.0295	1,618.8212
Mobile	5.2042	5.7027	53.2635	0.1198	13.9196	0.0870	14.0066	3.7081	0.0808	3.7889		12,218.9806	12,218.9806	0.8368	0.5218	12,395.3964
<b>Total</b>	<b>14.7521</b>	<b>7.3226</b>	<b>83.7719</b>	<b>0.1294</b>	<b>13.9196</b>	<b>0.3545</b>	<b>14.2742</b>	<b>3.7081</b>	<b>0.3484</b>	<b>4.0564</b>	<b>0.0000</b>	<b>13,882.0615</b>	<b>13,882.0615</b>	<b>0.9193</b>	<b>0.5513</b>	<b>14,069.3308</b>

**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	9.4004	0.3439	29.8589	1.5800e-003		0.1656	0.1656		0.1656	0.1656	0.0000	53.8228	53.8228	0.0516	0.0000	55.1132
Energy	0.1475	1.2760	0.6495	8.0500e-003		0.1019	0.1019		0.1019	0.1019		1,609.2582	1,609.2582	0.0308	0.0295	1,618.8212
Mobile	5.2042	5.7027	53.2635	0.1198	13.9196	0.0870	14.0066	3.7081	0.0808	3.7889		12,218.9806	12,218.9806	0.8368	0.5218	12,395.3964
<b>Total</b>	<b>14.7521</b>	<b>7.3226</b>	<b>83.7719</b>	<b>0.1294</b>	<b>13.9196</b>	<b>0.3545</b>	<b>14.2742</b>	<b>3.7081</b>	<b>0.3484</b>	<b>4.0564</b>	<b>0.0000</b>	<b>13,882.0615</b>	<b>13,882.0615</b>	<b>0.9193</b>	<b>0.5513</b>	<b>14,069.3308</b>



## Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	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	5/1/2023	8/15/2023	5	77	
2	Grading	Grading	8/16/2023	12/29/2023	5	98	
3	Building Construction	Building Construction	1/1/2024	5/29/2026	5	630	
4	Architectural Coating	Architectural Coating	6/1/2025	2/27/2026	5	195	

**Acres of Grading (Site Preparation Phase): 0****Acres of Grading (Grading Phase): 2.04****Acres of Paving: 0****Residential Indoor: 783,991; Residential Outdoor: 261,330; Non-Residential Indoor: 5,550; Non-Residential Outdoor: 1,850; Striped Parking Area: 12,612 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Excavators	1	8.00	158	0.38
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Grading	Crawler Tractors	1	8.00	212	0.43
Demolition	Excavators	1	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	3	8.00	0.00	335.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	3,750.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	350.00	74.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	70.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

Clean Paved Roads

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 Demolition - 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					
Fugitive Dust					0.9418	0.0000	0.9418	0.1426	0.0000	0.1426			0.0000			0.0000
Off-Road	0.4923	4.6277	7.7367	0.0114		0.2278	0.2278		0.2096	0.2096		1,105.759 2	1,105.759 2	0.3576		1,114.699 8
<b>Total</b>	<b>0.4923</b>	<b>4.6277</b>	<b>7.7367</b>	<b>0.0114</b>	<b>0.9418</b>	<b>0.2278</b>	<b>1.1696</b>	<b>0.1426</b>	<b>0.2096</b>	<b>0.3522</b>		<b>1,105.759 2</b>	<b>1,105.759 2</b>	<b>0.3576</b>		<b>1,114.699 8</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0136	1.1013	0.2402	4.9800e-003	0.1522	7.1300e-003	0.1593	0.0417	6.8200e-003	0.0485		547.3461	547.3461	0.0304	0.0869	574.0120
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0275	0.0197	0.2658	7.5000e-004	0.0894	5.4000e-004	0.0900	0.0237	5.0000e-004	0.0242		75.7883	75.7883	2.0500e-003	1.9700e-003	76.4271
<b>Total</b>	<b>0.0411</b>	<b>1.1210</b>	<b>0.5059</b>	<b>5.7300e-003</b>	<b>0.2416</b>	<b>7.6700e-003</b>	<b>0.2493</b>	<b>0.0654</b>	<b>7.3200e-003</b>	<b>0.0728</b>		<b>623.1344</b>	<b>623.1344</b>	<b>0.0325</b>	<b>0.0889</b>	<b>650.4391</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 Demolition - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4238	0.0000	0.4238	0.0642	0.0000	0.0642			0.0000			0.0000
Off-Road	0.4923	4.6277	7.7367	0.0114		0.2278	0.2278		0.2096	0.2096	0.0000	1,105.759 2	1,105.759 2	0.3576		1,114.699 8
<b>Total</b>	<b>0.4923</b>	<b>4.6277</b>	<b>7.7367</b>	<b>0.0114</b>	<b>0.4238</b>	<b>0.2278</b>	<b>0.6516</b>	<b>0.0642</b>	<b>0.2096</b>	<b>0.2738</b>	<b>0.0000</b>	<b>1,105.759 2</b>	<b>1,105.759 2</b>	<b>0.3576</b>		<b>1,114.699 8</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0136	1.1013	0.2402	4.9800e-003	0.0602	7.1300e-003	0.0673	0.0191	6.8200e-003	0.0260		547.3461	547.3461	0.0304	0.0869	574.0120
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0275	0.0197	0.2658	7.5000e-004	0.0272	5.4000e-004	0.0278	8.4500e-003	5.0000e-004	8.9400e-003		75.7883	75.7883	2.0500e-003	1.9700e-003	76.4271
<b>Total</b>	<b>0.0411</b>	<b>1.1210</b>	<b>0.5059</b>	<b>5.7300e-003</b>	<b>0.0874</b>	<b>7.6700e-003</b>	<b>0.0951</b>	<b>0.0276</b>	<b>7.3200e-003</b>	<b>0.0349</b>		<b>623.1344</b>	<b>623.1344</b>	<b>0.0325</b>	<b>0.0889</b>	<b>650.4391</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.3 Grading - 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					
Fugitive Dust					0.0567	0.0000	0.0567	7.6300e-003	0.0000	7.6300e-003			0.0000			0.0000
Off-Road	1.1497	12.6777	9.1627	0.0224		0.4920	0.4920		0.4527	0.4527		2,165.6125	2,165.6125	0.7004		2,183.1226
<b>Total</b>	<b>1.1497</b>	<b>12.6777</b>	<b>9.1627</b>	<b>0.0224</b>	<b>0.0567</b>	<b>0.4920</b>	<b>0.5487</b>	<b>7.6300e-003</b>	<b>0.4527</b>	<b>0.4603</b>		<b>2,165.6125</b>	<b>2,165.6125</b>	<b>0.7004</b>		<b>2,183.1226</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1194	9.6859	2.1122	0.0438	1.3388	0.0627	1.4015	0.3670	0.0600	0.4270		4,814.0784	4,814.0784	0.2677	0.7646	5,048.6131
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0344	0.0246	0.3322	9.4000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		94.7354	94.7354	2.5600e-003	2.4700e-003	95.5339
<b>Total</b>	<b>0.1537</b>	<b>9.7105</b>	<b>2.4444</b>	<b>0.0447</b>	<b>1.4506</b>	<b>0.0634</b>	<b>1.5139</b>	<b>0.3966</b>	<b>0.0606</b>	<b>0.4572</b>		<b>4,908.8137</b>	<b>4,908.8137</b>	<b>0.2703</b>	<b>0.7670</b>	<b>5,144.1470</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.3 Grading - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0255	0.0000	0.0255	3.4300e-003	0.0000	3.4300e-003			0.0000			0.0000
Off-Road	1.1497	12.6777	9.1627	0.0224		0.4920	0.4920		0.4527	0.4527	0.0000	2,165.6125	2,165.6125	0.7004		2,183.1226
<b>Total</b>	<b>1.1497</b>	<b>12.6777</b>	<b>9.1627</b>	<b>0.0224</b>	<b>0.0255</b>	<b>0.4920</b>	<b>0.5175</b>	<b>3.4300e-003</b>	<b>0.4527</b>	<b>0.4561</b>	<b>0.0000</b>	<b>2,165.6125</b>	<b>2,165.6125</b>	<b>0.7004</b>		<b>2,183.1226</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1194	9.6859	2.1122	0.0438	0.5293	0.0627	0.5920	0.1683	0.0600	0.2283		4,814.0784	4,814.0784	0.2677	0.7646	5,048.6131
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0344	0.0246	0.3322	9.4000e-004	0.0340	6.7000e-004	0.0347	0.0106	6.2000e-004	0.0112		94.7354	94.7354	2.5600e-003	2.4700e-003	95.5339
<b>Total</b>	<b>0.1537</b>	<b>9.7105</b>	<b>2.4444</b>	<b>0.0447</b>	<b>0.5634</b>	<b>0.0634</b>	<b>0.6267</b>	<b>0.1789</b>	<b>0.0606</b>	<b>0.2395</b>		<b>4,908.8137</b>	<b>4,908.8137</b>	<b>0.2703</b>	<b>0.7670</b>	<b>5,144.1470</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2024****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153		2,289.654 1	2,289.654 1	0.4265		2,300.315 4
<b>Total</b>	<b>1.5971</b>	<b>12.8235</b>	<b>14.1002</b>	<b>0.0250</b>		<b>0.5381</b>	<b>0.5381</b>		<b>0.5153</b>	<b>0.5153</b>		<b>2,289.654 1</b>	<b>2,289.654 1</b>	<b>0.4265</b>		<b>2,300.315 4</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0795	2.9799	1.1111	0.0136	0.4740	0.0145	0.4885	0.1365	0.0138	0.1503		1,462.346 1	1,462.346 1	0.0496	0.2107	1,526.362 7
Worker	1.1249	0.7697	10.8133	0.0319	3.9122	0.0225	3.9347	1.0375	0.0207	1.0583		3,222.063 6	3,222.063 6	0.0810	0.0802	3,247.992 6
<b>Total</b>	<b>1.2045</b>	<b>3.7496</b>	<b>11.9244</b>	<b>0.0455</b>	<b>4.3862</b>	<b>0.0370</b>	<b>4.4232</b>	<b>1.1740</b>	<b>0.0346</b>	<b>1.2086</b>		<b>4,684.409 6</b>	<b>4,684.409 6</b>	<b>0.1307</b>	<b>0.2909</b>	<b>4,774.355 3</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2024****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153	0.0000	2,289.654 1	2,289.654 1	0.4265		2,300.315 4
<b>Total</b>	<b>1.5971</b>	<b>12.8235</b>	<b>14.1002</b>	<b>0.0250</b>		<b>0.5381</b>	<b>0.5381</b>		<b>0.5153</b>	<b>0.5153</b>	<b>0.0000</b>	<b>2,289.654 1</b>	<b>2,289.654 1</b>	<b>0.4265</b>		<b>2,300.315 4</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0795	2.9799	1.1111	0.0136	0.2040	0.0145	0.2184	0.0702	0.0138	0.0840		1,462.346 1	1,462.346 1	0.0496	0.2107	1,526.362 7
Worker	1.1249	0.7697	10.8133	0.0319	1.1913	0.0225	1.2138	0.3697	0.0207	0.3904		3,222.063 6	3,222.063 6	0.0810	0.0802	3,247.992 6
<b>Total</b>	<b>1.2045</b>	<b>3.7496</b>	<b>11.9244</b>	<b>0.0455</b>	<b>1.3953</b>	<b>0.0370</b>	<b>1.4322</b>	<b>0.4399</b>	<b>0.0346</b>	<b>0.4744</b>		<b>4,684.409 6</b>	<b>4,684.409 6</b>	<b>0.1307</b>	<b>0.2909</b>	<b>4,774.355 3</b>



## Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2025****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498		2,289.889 8	2,289.889 8	0.4200		2,300.388 7
<b>Total</b>	<b>1.4897</b>	<b>12.0233</b>	<b>14.0072</b>	<b>0.0250</b>		<b>0.4700</b>	<b>0.4700</b>		<b>0.4498</b>	<b>0.4498</b>		<b>2,289.889 8</b>	<b>2,289.889 8</b>	<b>0.4200</b>		<b>2,300.388 7</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0771	2.9660	1.0910	0.0133	0.4740	0.0145	0.4885	0.1365	0.0139	0.1504		1,436.062 4	1,436.062 4	0.0500	0.2070	1,498.999 8
Worker	1.0551	0.6910	10.0645	0.0308	3.9122	0.0215	3.9336	1.0375	0.0197	1.0573		3,112.684 9	3,112.684 9	0.0732	0.0749	3,136.833 4
<b>Total</b>	<b>1.1322</b>	<b>3.6570</b>	<b>11.1554</b>	<b>0.0441</b>	<b>4.3862</b>	<b>0.0360</b>	<b>4.4221</b>	<b>1.1740</b>	<b>0.0336</b>	<b>1.2076</b>		<b>4,548.747 3</b>	<b>4,548.747 3</b>	<b>0.1231</b>	<b>0.2819</b>	<b>4,635.833 2</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2025****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498	0.0000	2,289.8898	2,289.8898	0.4200		2,300.3887
<b>Total</b>	<b>1.4897</b>	<b>12.0233</b>	<b>14.0072</b>	<b>0.0250</b>		<b>0.4700</b>	<b>0.4700</b>		<b>0.4498</b>	<b>0.4498</b>	<b>0.0000</b>	<b>2,289.8898</b>	<b>2,289.8898</b>	<b>0.4200</b>		<b>2,300.3887</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0771	2.9660	1.0910	0.0133	0.2040	0.0145	0.2185	0.0702	0.0139	0.0841		1,436.0624	1,436.0624	0.0500	0.2070	1,498.9998
Worker	1.0551	0.6910	10.0645	0.0308	1.1913	0.0215	1.2127	0.3697	0.0197	0.3894		3,112.6849	3,112.6849	0.0732	0.0749	3,136.8334
<b>Total</b>	<b>1.1322</b>	<b>3.6570</b>	<b>11.1554</b>	<b>0.0441</b>	<b>1.3953</b>	<b>0.0360</b>	<b>1.4312</b>	<b>0.4399</b>	<b>0.0336</b>	<b>0.4735</b>		<b>4,548.7473</b>	<b>4,548.7473</b>	<b>0.1231</b>	<b>0.2819</b>	<b>4,635.8332</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2026****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498		2,289.889 8	2,289.889 8	0.4200		2,300.388 7
<b>Total</b>	<b>1.4897</b>	<b>12.0233</b>	<b>14.0072</b>	<b>0.0250</b>		<b>0.4700</b>	<b>0.4700</b>		<b>0.4498</b>	<b>0.4498</b>		<b>2,289.889 8</b>	<b>2,289.889 8</b>	<b>0.4200</b>		<b>2,300.388 7</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0750	2.9446	1.0756	0.0131	0.4740	0.0145	0.4885	0.1365	0.0138	0.1503		1,409.448 7	1,409.448 7	0.0503	0.2033	1,471.281 9
Worker	0.9955	0.6269	9.4431	0.0299	3.9122	0.0203	3.9325	1.0375	0.0187	1.0562		3,018.155 4	3,018.155 4	0.0665	0.0706	3,040.846 9
<b>Total</b>	<b>1.0705</b>	<b>3.5715</b>	<b>10.5187</b>	<b>0.0429</b>	<b>4.3862</b>	<b>0.0348</b>	<b>4.4210</b>	<b>1.1740</b>	<b>0.0325</b>	<b>1.2066</b>		<b>4,427.604 2</b>	<b>4,427.604 2</b>	<b>0.1168</b>	<b>0.2738</b>	<b>4,512.128 7</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 Building Construction - 2026****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498	0.0000	2,289.889 8	2,289.889 8	0.4200		2,300.388 7
<b>Total</b>	<b>1.4897</b>	<b>12.0233</b>	<b>14.0072</b>	<b>0.0250</b>		<b>0.4700</b>	<b>0.4700</b>		<b>0.4498</b>	<b>0.4498</b>	<b>0.0000</b>	<b>2,289.889 8</b>	<b>2,289.889 8</b>	<b>0.4200</b>		<b>2,300.388 7</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0750	2.9446	1.0756	0.0131	0.2040	0.0145	0.2184	0.0702	0.0138	0.0840		1,409.448 7	1,409.448 7	0.0503	0.2033	1,471.281 9
Worker	0.9955	0.6269	9.4431	0.0299	1.1913	0.0203	1.2116	0.3697	0.0187	0.3884		3,018.155 4	3,018.155 4	0.0665	0.0706	3,040.846 9
<b>Total</b>	<b>1.0705</b>	<b>3.5715</b>	<b>10.5187</b>	<b>0.0429</b>	<b>1.3953</b>	<b>0.0348</b>	<b>1.4300</b>	<b>0.4399</b>	<b>0.0325</b>	<b>0.4724</b>		<b>4,427.604 2</b>	<b>4,427.604 2</b>	<b>0.1168</b>	<b>0.2738</b>	<b>4,512.128 7</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.5 Architectural Coating - 2025****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.8989					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>13.0698</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2110	0.1382	2.0129	6.1600e-003	0.7824	4.2900e-003	0.7867	0.2075	3.9500e-003	0.2115		622.5370	622.5370	0.0146	0.0150	627.3667
<b>Total</b>	<b>0.2110</b>	<b>0.1382</b>	<b>2.0129</b>	<b>6.1600e-003</b>	<b>0.7824</b>	<b>4.2900e-003</b>	<b>0.7867</b>	<b>0.2075</b>	<b>3.9500e-003</b>	<b>0.2115</b>		<b>622.5370</b>	<b>622.5370</b>	<b>0.0146</b>	<b>0.0150</b>	<b>627.3667</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.5 Architectural Coating - 2025****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.8989					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>13.0698</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2110	0.1382	2.0129	6.1600e-003	0.2383	4.2900e-003	0.2425	0.0739	3.9500e-003	0.0779		622.5370	622.5370	0.0146	0.0150	627.3667
<b>Total</b>	<b>0.2110</b>	<b>0.1382</b>	<b>2.0129</b>	<b>6.1600e-003</b>	<b>0.2383</b>	<b>4.2900e-003</b>	<b>0.2425</b>	<b>0.0739</b>	<b>3.9500e-003</b>	<b>0.0779</b>		<b>622.5370</b>	<b>622.5370</b>	<b>0.0146</b>	<b>0.0150</b>	<b>627.3667</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.5 Architectural Coating - 2026****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.8989					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>13.0698</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1991	0.1254	1.8886	5.9700e-003	0.7824	4.0700e-003	0.7865	0.2075	3.7400e-003	0.2113		603.6311	603.6311	0.0133	0.0141	608.1694
<b>Total</b>	<b>0.1991</b>	<b>0.1254</b>	<b>1.8886</b>	<b>5.9700e-003</b>	<b>0.7824</b>	<b>4.0700e-003</b>	<b>0.7865</b>	<b>0.2075</b>	<b>3.7400e-003</b>	<b>0.2113</b>		<b>603.6311</b>	<b>603.6311</b>	<b>0.0133</b>	<b>0.0141</b>	<b>608.1694</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.5 Architectural Coating - 2026****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.8989					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>13.0698</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1991	0.1254	1.8886	5.9700e-003	0.2383	4.0700e-003	0.2423	0.0739	3.7400e-003	0.0777		603.6311	603.6311	0.0133	0.0141	608.1694
<b>Total</b>	<b>0.1991</b>	<b>0.1254</b>	<b>1.8886</b>	<b>5.9700e-003</b>	<b>0.2383</b>	<b>4.0700e-003</b>	<b>0.2423</b>	<b>0.0739</b>	<b>3.7400e-003</b>	<b>0.0777</b>		<b>603.6311</b>	<b>603.6311</b>	<b>0.0133</b>	<b>0.0141</b>	<b>608.1694</b>



## Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

## EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

## 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	5.2042	5.7027	53.2635	0.1198	13.9196	0.0870	14.0066	3.7081	0.0808	3.7889		12,218.9806	12,218.9806	0.8368	0.5218	12,395.3964
Unmitigated	5.2042	5.7027	53.2635	0.1198	13.9196	0.0870	14.0066	3.7081	0.0808	3.7889		12,218.9806	12,218.9806	0.8368	0.5218	12,395.3964

## 4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,505.92	1,505.92	1505.92	5,796,409	5,796,409
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	253.82	253.82	253.82	814,145	814,145
Total	1,759.74	1,759.74	1,759.74	6,610,554	6,610,554

## 4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	100	0	0
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	100	0	0

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
Enclosed Parking with Elevator	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
High Turnover (Sit Down Restaurant)	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1475	1.2760	0.6495	8.0500e-003		0.1019	0.1019		0.1019	0.1019		1,609.2582	1,609.2582	0.0308	0.0295	1,618.8212
NaturalGas Unmitigated	0.1475	1.2760	0.6495	8.0500e-003		0.1019	0.1019		0.1019	0.1019		1,609.2582	1,609.2582	0.0308	0.0295	1,618.8212

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	11058	0.1193	1.0191	0.4337	6.5000e-003		0.0824	0.0824		0.0824	0.0824		1,300.9387	1,300.9387	0.0249	0.0239	1,308.6696
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	2620.72	0.0283	0.2569	0.2158	1.5400e-003		0.0195	0.0195		0.0195	0.0195		308.3194	308.3194	5.9100e-003	5.6500e-003	310.1516
<b>Total</b>		<b>0.1475</b>	<b>1.2760</b>	<b>0.6495</b>	<b>8.0400e-003</b>		<b>0.1019</b>	<b>0.1019</b>		<b>0.1019</b>	<b>0.1019</b>		<b>1,609.2582</b>	<b>1,609.2582</b>	<b>0.0308</b>	<b>0.0295</b>	<b>1,618.8212</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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 Mid Rise	11.058	0.1193	1.0191	0.4337	6.5000e-003		0.0824	0.0824		0.0824	0.0824		1,300.9387	1,300.9387	0.0249	0.0239	1,308.6696
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	2.62072	0.0283	0.2569	0.2158	1.5400e-003		0.0195	0.0195		0.0195	0.0195		308.3194	308.3194	5.9100e-003	5.6500e-003	310.1516
<b>Total</b>		<b>0.1475</b>	<b>1.2760</b>	<b>0.6495</b>	<b>8.0400e-003</b>		<b>0.1019</b>	<b>0.1019</b>		<b>0.1019</b>	<b>0.1019</b>		<b>1,609.2582</b>	<b>1,609.2582</b>	<b>0.0308</b>	<b>0.0295</b>	<b>1,618.8212</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	9.4004	0.3439	29.8589	1.5800e-003		0.1656	0.1656		0.1656	0.1656	0.0000	53.8228	53.8228	0.0516	0.0000	55.1132
Unmitigated	9.4004	0.3439	29.8589	1.5800e-003		0.1656	0.1656		0.1656	0.1656	0.0000	53.8228	53.8228	0.0516	0.0000	55.1132

**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.6891					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.8134					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.8979	0.3439	29.8589	1.5800e-003		0.1656	0.1656		0.1656	0.1656		53.8228	53.8228	0.0516		55.1132
<b>Total</b>	<b>9.4004</b>	<b>0.3439</b>	<b>29.8589</b>	<b>1.5800e-003</b>		<b>0.1656</b>	<b>0.1656</b>		<b>0.1656</b>	<b>0.1656</b>	<b>0.0000</b>	<b>53.8228</b>	<b>53.8228</b>	<b>0.0516</b>	<b>0.0000</b>	<b>55.1132</b>

## Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.6891					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.8134					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.8979	0.3439	29.8589	1.5800e-003		0.1656	0.1656		0.1656	0.1656		53.8228	53.8228	0.0516		55.1132
<b>Total</b>	<b>9.4004</b>	<b>0.3439</b>	<b>29.8589</b>	<b>1.5800e-003</b>		<b>0.1656</b>	<b>0.1656</b>		<b>0.1656</b>	<b>0.1656</b>	<b>0.0000</b>	<b>53.8228</b>	<b>53.8228</b>	<b>0.0516</b>	<b>0.0000</b>	<b>55.1132</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**

Sepulveda Centinela - Future - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****8.0 Waste Detail**

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**8.1 Mitigation Measures Waste****9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****Sepulveda Centinela - Sewer Relocation****Los Angeles-South Coast County, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	4.50	1000sqft	0.10	4,500.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	8			<b>Operational Year</b>	2023
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	691.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Assumes 450'x10' total re-paved area after new sewer infrastructure installation.

Construction Phase - Applicant info.

Off-road Equipment - Consultant assumptions

Off-road Equipment - Consultant assumptions.

Off-road Equipment - Consultant assumptions.

Grading - Applicant info.

Trips and VMT - Consultant assumptions

Landscape Equipment - No landscaping.

Water And Wastewater -

Construction Off-road Equipment Mitigation -



## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	63.00
tblConstructionPhase	NumDays	2.00	65.00
tblConstructionPhase	NumDays	5.00	23.00
tblConstructionPhase	PhaseEndDate	6/7/2023	4/28/2023
tblConstructionPhase	PhaseEndDate	1/18/2023	3/31/2023
tblConstructionPhase	PhaseEndDate	6/14/2023	5/31/2023
tblConstructionPhase	PhaseStartDate	1/19/2023	2/1/2023
tblConstructionPhase	PhaseStartDate	1/17/2023	1/1/2023
tblConstructionPhase	PhaseStartDate	6/8/2023	5/1/2023
tblLandscapeEquipment	NumberSummerDays	250	0
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Generator Sets
tblOffRoadEquipment	OffRoadEquipmentType		Welders
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblTripsAndVMT	VendorTripNumber	0.00	1.00
tblTripsAndVMT	WorkerTripNumber	3.00	10.00
tblTripsAndVMT	WorkerTripNumber	2.00	10.00

**2.0 Emissions Summary**

### EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

### Unmitigated Construction

[illegible]

## EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

## 2.2 Overall Operational Unmitigated Operational

[illegible]

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	3.5000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>3.5000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

**3.0 Construction Detail****Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/1/2023	3/31/2023	5	65	
2	Building Construction	Building Construction	2/1/2023	4/28/2023	5	63	
3	Paving	Paving	5/1/2023	5/31/2023	5	23	

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****Acres of Grading (Site Preparation Phase): 0****Acres of Grading (Grading Phase): 0****Acres of Paving: 0.1****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	1	8.00	158	0.38
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	0	4.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Grading	Graders	0	6.00	187	0.41
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Grading	Rubber Tired Dozers	0	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	1	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	4	10.00	1.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	4	10.00	1.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.1 Mitigation Measures Construction**

Water Exposed Area

**3.2 Grading - 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					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.1600e-003	0.0506	0.1064	1.7000e-004		2.4800e-003	2.4800e-003		2.2800e-003	2.2800e-003	0.0000	14.8186	14.8186	4.7900e-003	0.0000	14.9384
<b>Total</b>	<b>6.1600e-003</b>	<b>0.0506</b>	<b>0.1064</b>	<b>1.7000e-004</b>	<b>0.0000</b>	<b>2.4800e-003</b>	<b>2.4800e-003</b>	<b>0.0000</b>	<b>2.2800e-003</b>	<b>2.2800e-003</b>	<b>0.0000</b>	<b>14.8186</b>	<b>14.8186</b>	<b>4.7900e-003</b>	<b>0.0000</b>	<b>14.9384</b>

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 Grading - 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	1.0300e-003	8.2000e-004	0.0111	3.0000e-005	3.5600e-003	2.0000e-005	3.5800e-003	9.5000e-004	2.0000e-005	9.7000e-004	0.0000	2.8348	2.8348	8.0000e-005	7.0000e-005	2.8587
<b>Total</b>	<b>1.0300e-003</b>	<b>8.2000e-004</b>	<b>0.0111</b>	<b>3.0000e-005</b>	<b>3.5600e-003</b>	<b>2.0000e-005</b>	<b>3.5800e-003</b>	<b>9.5000e-004</b>	<b>2.0000e-005</b>	<b>9.7000e-004</b>	<b>0.0000</b>	<b>2.8348</b>	<b>2.8348</b>	<b>8.0000e-005</b>	<b>7.0000e-005</b>	<b>2.8587</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.1600e-003	0.0506	0.1064	1.7000e-004		2.4800e-003	2.4800e-003		2.2800e-003	2.2800e-003	0.0000	14.8186	14.8186	4.7900e-003	0.0000	14.9384
<b>Total</b>	<b>6.1600e-003</b>	<b>0.0506</b>	<b>0.1064</b>	<b>1.7000e-004</b>	<b>0.0000</b>	<b>2.4800e-003</b>	<b>2.4800e-003</b>	<b>0.0000</b>	<b>2.2800e-003</b>	<b>2.2800e-003</b>	<b>0.0000</b>	<b>14.8186</b>	<b>14.8186</b>	<b>4.7900e-003</b>	<b>0.0000</b>	<b>14.9384</b>

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 Grading - 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	1.0300e-003	8.2000e-004	0.0111	3.0000e-005	3.5600e-003	2.0000e-005	3.5800e-003	9.5000e-004	2.0000e-005	9.7000e-004	0.0000	2.8348	2.8348	8.0000e-005	7.0000e-005	2.8587
<b>Total</b>	<b>1.0300e-003</b>	<b>8.2000e-004</b>	<b>0.0111</b>	<b>3.0000e-005</b>	<b>3.5600e-003</b>	<b>2.0000e-005</b>	<b>3.5800e-003</b>	<b>9.5000e-004</b>	<b>2.0000e-005</b>	<b>9.7000e-004</b>	<b>0.0000</b>	<b>2.8348</b>	<b>2.8348</b>	<b>8.0000e-005</b>	<b>7.0000e-005</b>	<b>2.8587</b>

**3.3 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	0.0248	0.2013	0.2658	4.2000e-004		9.5700e-003	9.5700e-003		9.2600e-003	9.2600e-003	0.0000	35.5236	35.5236	5.2400e-003	0.0000	35.6547
<b>Total</b>	<b>0.0248</b>	<b>0.2013</b>	<b>0.2658</b>	<b>4.2000e-004</b>		<b>9.5700e-003</b>	<b>9.5700e-003</b>		<b>9.2600e-003</b>	<b>9.2600e-003</b>	<b>0.0000</b>	<b>35.5236</b>	<b>35.5236</b>	<b>5.2400e-003</b>	<b>0.0000</b>	<b>35.6547</b>



## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.3 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	4.0000e-005	1.2700e-003	4.8000e-004	1.0000e-005	2.0000e-004	1.0000e-005	2.0000e-004	6.0000e-005	1.0000e-005	6.0000e-005	0.0000	0.5727	0.5727	2.0000e-005	8.0000e-005	0.5978
Worker	1.0000e-003	7.9000e-004	0.0107	3.0000e-005	3.4500e-003	2.0000e-005	3.4700e-003	9.2000e-004	2.0000e-005	9.4000e-004	0.0000	2.7476	2.7476	7.0000e-005	7.0000e-005	2.7707
<b>Total</b>	<b>1.0400e-003</b>	<b>2.0600e-003</b>	<b>0.0112</b>	<b>4.0000e-005</b>	<b>3.6500e-003</b>	<b>3.0000e-005</b>	<b>3.6700e-003</b>	<b>9.8000e-004</b>	<b>3.0000e-005</b>	<b>1.0000e-003</b>	<b>0.0000</b>	<b>3.3203</b>	<b>3.3203</b>	<b>9.0000e-005</b>	<b>1.5000e-004</b>	<b>3.3685</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0248	0.2013	0.2658	4.2000e-004		9.5700e-003	9.5700e-003		9.2600e-003	9.2600e-003	0.0000	35.5235	35.5235	5.2400e-003	0.0000	35.6546
<b>Total</b>	<b>0.0248</b>	<b>0.2013</b>	<b>0.2658</b>	<b>4.2000e-004</b>		<b>9.5700e-003</b>	<b>9.5700e-003</b>		<b>9.2600e-003</b>	<b>9.2600e-003</b>	<b>0.0000</b>	<b>35.5235</b>	<b>35.5235</b>	<b>5.2400e-003</b>	<b>0.0000</b>	<b>35.6546</b>

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.3 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	4.0000e-005	1.2700e-003	4.8000e-004	1.0000e-005	2.0000e-004	1.0000e-005	2.0000e-004	6.0000e-005	1.0000e-005	6.0000e-005	0.0000	0.5727	0.5727	2.0000e-005	8.0000e-005	0.5978
Worker	1.0000e-003	7.9000e-004	0.0107	3.0000e-005	3.4500e-003	2.0000e-005	3.4700e-003	9.2000e-004	2.0000e-005	9.4000e-004	0.0000	2.7476	2.7476	7.0000e-005	7.0000e-005	2.7707
<b>Total</b>	<b>1.0400e-003</b>	<b>2.0600e-003</b>	<b>0.0112</b>	<b>4.0000e-005</b>	<b>3.6500e-003</b>	<b>3.0000e-005</b>	<b>3.6700e-003</b>	<b>9.8000e-004</b>	<b>3.0000e-005</b>	<b>1.0000e-003</b>	<b>0.0000</b>	<b>3.3203</b>	<b>3.3203</b>	<b>9.0000e-005</b>	<b>1.5000e-004</b>	<b>3.3685</b>

**3.4 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	5.5100e-003	0.0538	0.0728	1.1000e-004		2.6700e-003	2.6700e-003		2.4700e-003	2.4700e-003	0.0000	9.6233	9.6233	3.0300e-003	0.0000	9.6990
Paving	1.3000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>5.6400e-003</b>	<b>0.0538</b>	<b>0.0728</b>	<b>1.1000e-004</b>		<b>2.6700e-003</b>	<b>2.6700e-003</b>		<b>2.4700e-003</b>	<b>2.4700e-003</b>	<b>0.0000</b>	<b>9.6233</b>	<b>9.6233</b>	<b>3.0300e-003</b>	<b>0.0000</b>	<b>9.6990</b>

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 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	1.0000e-005	4.6000e-004	1.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.2091	0.2091	1.0000e-005	3.0000e-005	0.2182
Worker	3.6000e-004	2.9000e-004	3.9200e-003	1.0000e-005	1.2600e-003	1.0000e-005	1.2700e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0031	1.0031	3.0000e-005	3.0000e-005	1.0115
<b>Total</b>	<b>3.7000e-004</b>	<b>7.5000e-004</b>	<b>4.0900e-003</b>	<b>1.0000e-005</b>	<b>1.3300e-003</b>	<b>1.0000e-005</b>	<b>1.3400e-003</b>	<b>3.5000e-004</b>	<b>1.0000e-005</b>	<b>3.6000e-004</b>	<b>0.0000</b>	<b>1.2122</b>	<b>1.2122</b>	<b>4.0000e-005</b>	<b>6.0000e-005</b>	<b>1.2298</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.5100e-003	0.0538	0.0728	1.1000e-004		2.6700e-003	2.6700e-003		2.4700e-003	2.4700e-003	0.0000	9.6233	9.6233	3.0300e-003	0.0000	9.6990
Paving	1.3000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>5.6400e-003</b>	<b>0.0538</b>	<b>0.0728</b>	<b>1.1000e-004</b>		<b>2.6700e-003</b>	<b>2.6700e-003</b>		<b>2.4700e-003</b>	<b>2.4700e-003</b>	<b>0.0000</b>	<b>9.6233</b>	<b>9.6233</b>	<b>3.0300e-003</b>	<b>0.0000</b>	<b>9.6990</b>

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 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	1.0000e-005	4.6000e-004	1.7000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.2091	0.2091	1.0000e-005	3.0000e-005	0.2182
Worker	3.6000e-004	2.9000e-004	3.9200e-003	1.0000e-005	1.2600e-003	1.0000e-005	1.2700e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0031	1.0031	3.0000e-005	3.0000e-005	1.0115
<b>Total</b>	<b>3.7000e-004</b>	<b>7.5000e-004</b>	<b>4.0900e-003</b>	<b>1.0000e-005</b>	<b>1.3300e-003</b>	<b>1.0000e-005</b>	<b>1.3400e-003</b>	<b>3.5000e-004</b>	<b>1.0000e-005</b>	<b>3.6000e-004</b>	<b>0.0000</b>	<b>1.2122</b>	<b>1.2122</b>	<b>4.0000e-005</b>	<b>6.0000e-005</b>	<b>1.2298</b>

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

**4.2 Trip Summary Information**

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

**4.3 Trip Type Information**

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

### EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Historical Energy Use: N

## 5.1 Mitigation Measures Energy

[illegible]

### EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

### Unmitigated

[illegible]

**Mitigated**

[illegible]

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**



### EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

[illegible]

## 6.2 Area by SubCategory

### Unmitigated

[illegible]

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	6.0000e-005					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.9000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>3.5000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

**7.2 Water by Land Use****Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

10.0 Stationary Equipment

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Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

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## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****Sepulveda Centinela - Sewer Relocation****Los Angeles-South Coast County, Summer****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	4.50	1000sqft	0.10	4,500.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	8			<b>Operational Year</b>	2023
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	691.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Assumes 450'x10' total re-paved area after new sewer infrastructure installation.

Construction Phase - Applicant info.

Off-road Equipment - Consultant assumptions

Off-road Equipment - Consultant assumptions.

Off-road Equipment - Consultant assumptions.

Grading - Applicant info.

Trips and VMT - Consultant assumptions

Landscape Equipment - No landscaping.

Water And Wastewater -

Construction Off-road Equipment Mitigation -

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	63.00
tblConstructionPhase	NumDays	2.00	65.00
tblConstructionPhase	NumDays	5.00	23.00
tblConstructionPhase	PhaseEndDate	6/7/2023	4/28/2023
tblConstructionPhase	PhaseEndDate	1/18/2023	3/31/2023
tblConstructionPhase	PhaseEndDate	6/14/2023	5/31/2023
tblConstructionPhase	PhaseStartDate	1/19/2023	2/1/2023
tblConstructionPhase	PhaseStartDate	1/17/2023	1/1/2023
tblConstructionPhase	PhaseStartDate	6/8/2023	5/1/2023
tblLandscapeEquipment	NumberSummerDays	250	0
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Generator Sets
tblOffRoadEquipment	OffRoadEquipmentType		Welders
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblTripsAndVMT	VendorTripNumber	0.00	1.00
tblTripsAndVMT	WorkerTripNumber	3.00	10.00
tblTripsAndVMT	WorkerTripNumber	2.00	10.00

**2.0 Emissions Summary**



**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

### 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					
2023	1.0434	8.0309	12.4489	0.0208	0.2300	0.3814	0.6114	0.0611	0.3656	0.4267	0.0000	1,965.7614	1,965.7614	0.3518	7.5000e-003	1,976.7889
Maximum	1.0434	8.0309	12.4489	0.0208	0.2300	0.3814	0.6114	0.0611	0.3656	0.4267	0.0000	1,965.7614	1,965.7614	0.3518	7.5000e-003	1,976.7889

### **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					
2023	1.0434	8.0309	12.4489	0.0208	0.2300	0.3814	0.6114	0.0611	0.3656	0.4267	0.0000	1,965.7614	1,965.7614	0.3518	7.5000e-003	1,976.7889
Maximum	1.0434	8.0309	12.4489	0.0208	0.2300	0.3814	0.6114	0.0611	0.3656	0.4267	0.0000	1,965.7614	1,965.7614	0.3518	7.5000e-003	1,976.7889

[illegible]

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	1.9800e-003	0.0000	4.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		9.8000e-004	9.8000e-004	0.0000		1.0500e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>1.9800e-003</b>	<b>0.0000</b>	<b>4.6000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>9.8000e-004</b>	<b>9.8000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.0500e-003</b>

**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	1.9800e-003	0.0000	4.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		9.8000e-004	9.8000e-004	0.0000		1.0500e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>1.9800e-003</b>	<b>0.0000</b>	<b>4.6000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>9.8000e-004</b>	<b>9.8000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.0500e-003</b>

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	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	Grading	Grading	1/1/2023	3/31/2023	5	65	
2	Building Construction	Building Construction	2/1/2023	4/28/2023	5	63	
3	Paving	Paving	5/1/2023	5/31/2023	5	23	

**Acres of Grading (Site Preparation Phase): 0****Acres of Grading (Grading Phase): 0****Acres of Paving: 0.1****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	1	8.00	158	0.38
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	0	4.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Grading	Graders	0	6.00	187	0.41
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	1	7.00	130	0.42

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Paving	Rollers	1	7.00	80	0.38
Grading	Rubber Tired Dozers	0	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	1	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	4	10.00	1.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	4	10.00	1.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

**3.2 Grading - 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					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.1896	1.5564	3.2741	5.1900e-003		0.0762	0.0762		0.0701	0.0701		502.6062	502.6062	0.1626		506.6700
<b>Total</b>	<b>0.1896</b>	<b>1.5564</b>	<b>3.2741</b>	<b>5.1900e-003</b>	<b>0.0000</b>	<b>0.0762</b>	<b>0.0762</b>	<b>0.0000</b>	<b>0.0701</b>	<b>0.0701</b>		<b>502.6062</b>	<b>502.6062</b>	<b>0.1626</b>		<b>506.6700</b>

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 Grading - 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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0320	0.0223	0.3614	9.9000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		100.0075	100.0075	2.5200e-003	2.3100e-003	100.7583
<b>Total</b>	<b>0.0320</b>	<b>0.0223</b>	<b>0.3614</b>	<b>9.9000e-004</b>	<b>0.1118</b>	<b>6.7000e-004</b>	<b>0.1125</b>	<b>0.0296</b>	<b>6.2000e-004</b>	<b>0.0303</b>		<b>100.0075</b>	<b>100.0075</b>	<b>2.5200e-003</b>	<b>2.3100e-003</b>	<b>100.7583</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.1896	1.5564	3.2741	5.1900e-003		0.0762	0.0762		0.0701	0.0701	0.0000	502.6062	502.6062	0.1626		506.6700
<b>Total</b>	<b>0.1896</b>	<b>1.5564</b>	<b>3.2741</b>	<b>5.1900e-003</b>	<b>0.0000</b>	<b>0.0762</b>	<b>0.0762</b>	<b>0.0000</b>	<b>0.0701</b>	<b>0.0701</b>	<b>0.0000</b>	<b>502.6062</b>	<b>502.6062</b>	<b>0.1626</b>		<b>506.6700</b>

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 Grading - 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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0320	0.0223	0.3614	9.9000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		100.0075	100.0075	2.5200e-003	2.3100e-003	100.7583
<b>Total</b>	<b>0.0320</b>	<b>0.0223</b>	<b>0.3614</b>	<b>9.9000e-004</b>	<b>0.1118</b>	<b>6.7000e-004</b>	<b>0.1125</b>	<b>0.0296</b>	<b>6.2000e-004</b>	<b>0.0303</b>		<b>100.0075</b>	<b>100.0075</b>	<b>2.5200e-003</b>	<b>2.3100e-003</b>	<b>100.7583</b>

**3.3 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	0.7886	6.3916	8.4372	0.0134		0.3037	0.3037		0.2941	0.2941		1,243.1119	1,243.1119	0.1835		1,247.6991
<b>Total</b>	<b>0.7886</b>	<b>6.3916</b>	<b>8.4372</b>	<b>0.0134</b>		<b>0.3037</b>	<b>0.3037</b>		<b>0.2941</b>	<b>0.2941</b>		<b>1,243.1119</b>	<b>1,243.1119</b>	<b>0.1835</b>		<b>1,247.6991</b>

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.3 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	0.0000
Vendor	1.1500e-003	0.0384	0.0149	1.9000e-004	6.4100e-003	1.9000e-004	6.6000e-003	1.8400e-003	1.8000e-004	2.0300e-003		20.0283	20.0283	6.7000e-004	2.8800e-003	20.9031
Worker	0.0320	0.0223	0.3614	9.9000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		100.0075	100.0075	2.5200e-003	2.3100e-003	100.7583
<b>Total</b>	<b>0.0332</b>	<b>0.0607</b>	<b>0.3763</b>	<b>1.1800e-003</b>	<b>0.1182</b>	<b>8.6000e-004</b>	<b>0.1191</b>	<b>0.0315</b>	<b>8.0000e-004</b>	<b>0.0323</b>		<b>120.0358</b>	<b>120.0358</b>	<b>3.1900e-003</b>	<b>5.1900e-003</b>	<b>121.6615</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.7886	6.3916	8.4372	0.0134		0.3037	0.3037		0.2941	0.2941	0.0000	1,243.1119	1,243.1119	0.1835		1,247.6991
<b>Total</b>	<b>0.7886</b>	<b>6.3916</b>	<b>8.4372</b>	<b>0.0134</b>		<b>0.3037</b>	<b>0.3037</b>		<b>0.2941</b>	<b>0.2941</b>	<b>0.0000</b>	<b>1,243.1119</b>	<b>1,243.1119</b>	<b>0.1835</b>		<b>1,247.6991</b>

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.3 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	0.0000
Vendor	1.1500e-003	0.0384	0.0149	1.9000e-004	6.4100e-003	1.9000e-004	6.6000e-003	1.8400e-003	1.8000e-004	2.0300e-003		20.0283	20.0283	6.7000e-004	2.8800e-003	20.9031
Worker	0.0320	0.0223	0.3614	9.9000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		100.0075	100.0075	2.5200e-003	2.3100e-003	100.7583
<b>Total</b>	<b>0.0332</b>	<b>0.0607</b>	<b>0.3763</b>	<b>1.1800e-003</b>	<b>0.1182</b>	<b>8.6000e-004</b>	<b>0.1191</b>	<b>0.0315</b>	<b>8.0000e-004</b>	<b>0.0323</b>		<b>120.0358</b>	<b>120.0358</b>	<b>3.1900e-003</b>	<b>5.1900e-003</b>	<b>121.6615</b>

**3.4 Paving - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4790	4.6762	6.3271	9.6700e-003		0.2321	0.2321		0.2144	0.2144		922.4261	922.4261	0.2900		929.6763
Paving	0.0114					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.4903</b>	<b>4.6762</b>	<b>6.3271</b>	<b>9.6700e-003</b>		<b>0.2321</b>	<b>0.2321</b>		<b>0.2144</b>	<b>0.2144</b>		<b>922.4261</b>	<b>922.4261</b>	<b>0.2900</b>		<b>929.6763</b>



## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 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	0.0000
Vendor	1.1500e-003	0.0384	0.0149	1.9000e-004	6.4100e-003	1.9000e-004	6.6000e-003	1.8400e-003	1.8000e-004	2.0300e-003		20.0283	20.0283	6.7000e-004	2.8800e-003	20.9031
Worker	0.0320	0.0223	0.3614	9.9000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		100.0075	100.0075	2.5200e-003	2.3100e-003	100.7583
<b>Total</b>	<b>0.0332</b>	<b>0.0607</b>	<b>0.3763</b>	<b>1.1800e-003</b>	<b>0.1182</b>	<b>8.6000e-004</b>	<b>0.1191</b>	<b>0.0315</b>	<b>8.0000e-004</b>	<b>0.0323</b>		<b>120.0358</b>	<b>120.0358</b>	<b>3.1900e-003</b>	<b>5.1900e-003</b>	<b>121.6615</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.4790	4.6762	6.3271	9.6700e-003		0.2321	0.2321		0.2144	0.2144	0.0000	922.4261	922.4261	0.2900		929.6763
Paving	0.0114					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.4903</b>	<b>4.6762</b>	<b>6.3271</b>	<b>9.6700e-003</b>		<b>0.2321</b>	<b>0.2321</b>		<b>0.2144</b>	<b>0.2144</b>	<b>0.0000</b>	<b>922.4261</b>	<b>922.4261</b>	<b>0.2900</b>		<b>929.6763</b>

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 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	0.0000
Vendor	1.1500e-003	0.0384	0.0149	1.9000e-004	6.4100e-003	1.9000e-004	6.6000e-003	1.8400e-003	1.8000e-004	2.0300e-003		20.0283	20.0283	6.7000e-004	2.8800e-003	20.9031
Worker	0.0320	0.0223	0.3614	9.9000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		100.0075	100.0075	2.5200e-003	2.3100e-003	100.7583
<b>Total</b>	<b>0.0332</b>	<b>0.0607</b>	<b>0.3763</b>	<b>1.1800e-003</b>	<b>0.1182</b>	<b>8.6000e-004</b>	<b>0.1191</b>	<b>0.0315</b>	<b>8.0000e-004</b>	<b>0.0323</b>		<b>120.0358</b>	<b>120.0358</b>	<b>3.1900e-003</b>	<b>5.1900e-003</b>	<b>121.6615</b>

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

**4.2 Trip Summary Information**

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

**4.3 Trip Type Information**

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

**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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**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	1.9800e-003	0.0000	4.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		9.8000e-004	9.8000e-004	0.0000		1.0500e-003
Unmitigated	1.9800e-003	0.0000	4.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		9.8000e-004	9.8000e-004	0.0000		1.0500e-003

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	3.4000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0000e-005	0.0000	4.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		9.8000e-004	9.8000e-004	0.0000		1.0500e-003
<b>Total</b>	<b>1.9700e-003</b>	<b>0.0000</b>	<b>4.6000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>9.8000e-004</b>	<b>9.8000e-004</b>	<b>0.0000</b>		<b>1.0500e-003</b>

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	3.4000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0000e-005	0.0000	4.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		9.8000e-004	9.8000e-004	0.0000		1.0500e-003
<b>Total</b>	<b>1.9700e-003</b>	<b>0.0000</b>	<b>4.6000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>9.8000e-004</b>	<b>9.8000e-004</b>	<b>0.0000</b>		<b>1.0500e-003</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**

Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****8.0 Waste Detail**

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**8.1 Mitigation Measures Waste****9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****Sepulveda Centinela - Sewer Relocation****Los Angeles-South Coast County, Winter****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	4.50	1000sqft	0.10	4,500.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	8			<b>Operational Year</b>	2023
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	691.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Assumes 450'x10' total re-paved area after new sewer infrastructure installation.

Construction Phase - Applicant info.

Off-road Equipment - Consultant assumptions

Off-road Equipment - Consultant assumptions.

Off-road Equipment - Consultant assumptions.

Grading - Applicant info.

Trips and VMT - Consultant assumptions

Landscape Equipment - No landscaping.

Water And Wastewater -

Construction Off-road Equipment Mitigation -

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	63.00
tblConstructionPhase	NumDays	2.00	65.00
tblConstructionPhase	NumDays	5.00	23.00
tblConstructionPhase	PhaseEndDate	6/7/2023	4/28/2023
tblConstructionPhase	PhaseEndDate	1/18/2023	3/31/2023
tblConstructionPhase	PhaseEndDate	6/14/2023	5/31/2023
tblConstructionPhase	PhaseStartDate	1/19/2023	2/1/2023
tblConstructionPhase	PhaseStartDate	1/17/2023	1/1/2023
tblConstructionPhase	PhaseStartDate	6/8/2023	5/1/2023
tblLandscapeEquipment	NumberSummerDays	250	0
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Generator Sets
tblOffRoadEquipment	OffRoadEquipmentType		Welders
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblTripsAndVMT	VendorTripNumber	0.00	1.00
tblTripsAndVMT	WorkerTripNumber	3.00	10.00
tblTripsAndVMT	WorkerTripNumber	2.00	10.00

**2.0 Emissions Summary**

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

### Unmitigated Construction

### **Mitigated Construction**

[illegible]

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	1.9800e-003	0.0000	4.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		9.8000e-004	9.8000e-004	0.0000		1.0500e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>1.9800e-003</b>	<b>0.0000</b>	<b>4.6000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>9.8000e-004</b>	<b>9.8000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.0500e-003</b>

**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	1.9800e-003	0.0000	4.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		9.8000e-004	9.8000e-004	0.0000		1.0500e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>1.9800e-003</b>	<b>0.0000</b>	<b>4.6000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>9.8000e-004</b>	<b>9.8000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.0500e-003</b>

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	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	Grading	Grading	1/1/2023	3/31/2023	5	65	
2	Building Construction	Building Construction	2/1/2023	4/28/2023	5	63	
3	Paving	Paving	5/1/2023	5/31/2023	5	23	

**Acres of Grading (Site Preparation Phase): 0****Acres of Grading (Grading Phase): 0****Acres of Paving: 0.1****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	1	8.00	158	0.38
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	0	4.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Grading	Graders	0	6.00	187	0.41
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	1	7.00	130	0.42

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Paving	Rollers	1	7.00	80	0.38
Grading	Rubber Tired Dozers	0	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	1	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	4	10.00	1.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	4	10.00	1.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

**3.2 Grading - 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					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.1896	1.5564	3.2741	5.1900e-003		0.0762	0.0762		0.0701	0.0701		502.6062	502.6062	0.1626		506.6700
<b>Total</b>	<b>0.1896</b>	<b>1.5564</b>	<b>3.2741</b>	<b>5.1900e-003</b>	<b>0.0000</b>	<b>0.0762</b>	<b>0.0762</b>	<b>0.0000</b>	<b>0.0701</b>	<b>0.0701</b>		<b>502.6062</b>	<b>502.6062</b>	<b>0.1626</b>		<b>506.6700</b>

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 Grading - 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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0344	0.0246	0.3322	9.4000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		94.7354	94.7354	2.5600e-003	2.4700e-003	95.5339
<b>Total</b>	<b>0.0344</b>	<b>0.0246</b>	<b>0.3322</b>	<b>9.4000e-004</b>	<b>0.1118</b>	<b>6.7000e-004</b>	<b>0.1125</b>	<b>0.0296</b>	<b>6.2000e-004</b>	<b>0.0303</b>		<b>94.7354</b>	<b>94.7354</b>	<b>2.5600e-003</b>	<b>2.4700e-003</b>	<b>95.5339</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.1896	1.5564	3.2741	5.1900e-003		0.0762	0.0762		0.0701	0.0701	0.0000	502.6062	502.6062	0.1626		506.6700
<b>Total</b>	<b>0.1896</b>	<b>1.5564</b>	<b>3.2741</b>	<b>5.1900e-003</b>	<b>0.0000</b>	<b>0.0762</b>	<b>0.0762</b>	<b>0.0000</b>	<b>0.0701</b>	<b>0.0701</b>	<b>0.0000</b>	<b>502.6062</b>	<b>502.6062</b>	<b>0.1626</b>		<b>506.6700</b>

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.2 Grading - 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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0344	0.0246	0.3322	9.4000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		94.7354	94.7354	2.5600e-003	2.4700e-003	95.5339
<b>Total</b>	<b>0.0344</b>	<b>0.0246</b>	<b>0.3322</b>	<b>9.4000e-004</b>	<b>0.1118</b>	<b>6.7000e-004</b>	<b>0.1125</b>	<b>0.0296</b>	<b>6.2000e-004</b>	<b>0.0303</b>		<b>94.7354</b>	<b>94.7354</b>	<b>2.5600e-003</b>	<b>2.4700e-003</b>	<b>95.5339</b>

**3.3 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	0.7886	6.3916	8.4372	0.0134		0.3037	0.3037		0.2941	0.2941		1,243.1119	1,243.1119	0.1835		1,247.6991
<b>Total</b>	<b>0.7886</b>	<b>6.3916</b>	<b>8.4372</b>	<b>0.0134</b>		<b>0.3037</b>	<b>0.3037</b>		<b>0.2941</b>	<b>0.2941</b>		<b>1,243.1119</b>	<b>1,243.1119</b>	<b>0.1835</b>		<b>1,247.6991</b>



## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.3 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	0.0000
Vendor	1.1100e-003	0.0402	0.0153	1.9000e-004	6.4100e-003	1.9000e-004	6.6000e-003	1.8400e-003	1.9000e-004	2.0300e-003		20.0620	20.0620	6.7000e-004	2.8900e-003	20.9391
Worker	0.0344	0.0246	0.3322	9.4000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		94.7354	94.7354	2.5600e-003	2.4700e-003	95.5339
<b>Total</b>	<b>0.0355</b>	<b>0.0648</b>	<b>0.3475</b>	<b>1.1300e-003</b>	<b>0.1182</b>	<b>8.6000e-004</b>	<b>0.1191</b>	<b>0.0315</b>	<b>8.1000e-004</b>	<b>0.0323</b>		<b>114.7974</b>	<b>114.7974</b>	<b>3.2300e-003</b>	<b>5.3600e-003</b>	<b>116.4730</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.7886	6.3916	8.4372	0.0134		0.3037	0.3037		0.2941	0.2941	0.0000	1,243.1119	1,243.1119	0.1835		1,247.6991
<b>Total</b>	<b>0.7886</b>	<b>6.3916</b>	<b>8.4372</b>	<b>0.0134</b>		<b>0.3037</b>	<b>0.3037</b>		<b>0.2941</b>	<b>0.2941</b>	<b>0.0000</b>	<b>1,243.1119</b>	<b>1,243.1119</b>	<b>0.1835</b>		<b>1,247.6991</b>

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.3 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	0.0000
Vendor	1.1100e-003	0.0402	0.0153	1.9000e-004	6.4100e-003	1.9000e-004	6.6000e-003	1.8400e-003	1.9000e-004	2.0300e-003		20.0620	20.0620	6.7000e-004	2.8900e-003	20.9391
Worker	0.0344	0.0246	0.3322	9.4000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		94.7354	94.7354	2.5600e-003	2.4700e-003	95.5339
<b>Total</b>	<b>0.0355</b>	<b>0.0648</b>	<b>0.3475</b>	<b>1.1300e-003</b>	<b>0.1182</b>	<b>8.6000e-004</b>	<b>0.1191</b>	<b>0.0315</b>	<b>8.1000e-004</b>	<b>0.0323</b>		<b>114.7974</b>	<b>114.7974</b>	<b>3.2300e-003</b>	<b>5.3600e-003</b>	<b>116.4730</b>

**3.4 Paving - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4790	4.6762	6.3271	9.6700e-003		0.2321	0.2321		0.2144	0.2144		922.4261	922.4261	0.2900		929.6763
Paving	0.0114					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.4903</b>	<b>4.6762</b>	<b>6.3271</b>	<b>9.6700e-003</b>		<b>0.2321</b>	<b>0.2321</b>		<b>0.2144</b>	<b>0.2144</b>		<b>922.4261</b>	<b>922.4261</b>	<b>0.2900</b>		<b>929.6763</b>

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 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	0.0000
Vendor	1.1100e-003	0.0402	0.0153	1.9000e-004	6.4100e-003	1.9000e-004	6.6000e-003	1.8400e-003	1.9000e-004	2.0300e-003		20.0620	20.0620	6.7000e-004	2.8900e-003	20.9391
Worker	0.0344	0.0246	0.3322	9.4000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		94.7354	94.7354	2.5600e-003	2.4700e-003	95.5339
<b>Total</b>	<b>0.0355</b>	<b>0.0648</b>	<b>0.3475</b>	<b>1.1300e-003</b>	<b>0.1182</b>	<b>8.6000e-004</b>	<b>0.1191</b>	<b>0.0315</b>	<b>8.1000e-004</b>	<b>0.0323</b>		<b>114.7974</b>	<b>114.7974</b>	<b>3.2300e-003</b>	<b>5.3600e-003</b>	<b>116.4730</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.4790	4.6762	6.3271	9.6700e-003		0.2321	0.2321		0.2144	0.2144	0.0000	922.4261	922.4261	0.2900		929.6763
Paving	0.0114					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.4903</b>	<b>4.6762</b>	<b>6.3271</b>	<b>9.6700e-003</b>		<b>0.2321</b>	<b>0.2321</b>		<b>0.2144</b>	<b>0.2144</b>	<b>0.0000</b>	<b>922.4261</b>	<b>922.4261</b>	<b>0.2900</b>		<b>929.6763</b>

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****3.4 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	0.0000
Vendor	1.1100e-003	0.0402	0.0153	1.9000e-004	6.4100e-003	1.9000e-004	6.6000e-003	1.8400e-003	1.9000e-004	2.0300e-003		20.0620	20.0620	6.7000e-004	2.8900e-003	20.9391
Worker	0.0344	0.0246	0.3322	9.4000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		94.7354	94.7354	2.5600e-003	2.4700e-003	95.5339
<b>Total</b>	<b>0.0355</b>	<b>0.0648</b>	<b>0.3475</b>	<b>1.1300e-003</b>	<b>0.1182</b>	<b>8.6000e-004</b>	<b>0.1191</b>	<b>0.0315</b>	<b>8.1000e-004</b>	<b>0.0323</b>		<b>114.7974</b>	<b>114.7974</b>	<b>3.2300e-003</b>	<b>5.3600e-003</b>	<b>116.4730</b>

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

**4.2 Trip Summary Information**

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

**4.3 Trip Type Information**

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

**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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**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	1.9800e-003	0.0000	4.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		9.8000e-004	9.8000e-004	0.0000		1.0500e-003
Unmitigated	1.9800e-003	0.0000	4.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		9.8000e-004	9.8000e-004	0.0000		1.0500e-003

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	3.4000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0000e-005	0.0000	4.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		9.8000e-004	9.8000e-004	0.0000		1.0500e-003
<b>Total</b>	<b>1.9700e-003</b>	<b>0.0000</b>	<b>4.6000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>9.8000e-004</b>	<b>9.8000e-004</b>	<b>0.0000</b>		<b>1.0500e-003</b>



## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****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	3.4000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0000e-005	0.0000	4.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		9.8000e-004	9.8000e-004	0.0000		1.0500e-003
<b>Total</b>	<b>1.9700e-003</b>	<b>0.0000</b>	<b>4.6000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>9.8000e-004</b>	<b>9.8000e-004</b>	<b>0.0000</b>		<b>1.0500e-003</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**

## Sepulveda Centinela - Sewer Relocation - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****8.0 Waste Detail**

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**8.1 Mitigation Measures Waste****9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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# Sepulveda + Centinela Project

## Historical Resources Technical Report

*Prepared for:*

FRH Realty, LLC

*Prepared by:*



Architectural  
Resources Group

Architectural Resources Group  
Los Angeles, California

March 29, 2022

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**Appendix A. Sepulveda + Centinela Project Drawings**

**Appendix B. Resumes**

**Appendix C. Westchester Industrial Tract Map**

**Appendix D. SurveyLA Historic Resources Survey Report, Westchester-Playa del Rey CPA, Historic District Appendix, Arizona Circle Industrial District**

# 1. Executive Summary

## 1.1 Introduction

Architectural Resources Group (ARG) has prepared this Historical Resources Technical Report (“Technical Report”) for the Sepulveda + Centinela Project (“the Project”). The Project is located at 6501-6521 S. Sepulveda Blvd./6502-6520 S. Arizona Ave. (“Project Site,” or “Site”), in the Westchester community of the City of Los Angeles. The Site is developed with three buildings:

- Dinah’s Family Restaurant building (built 1957; 6521 S. Sepulveda Blvd.; APN: 4110-001-007)
- One-story multi-tenant, industrial/mixed-use building (built 1967; 6511-6519 S. Sepulveda Blvd./6508-6520 S. Arizona Ave.; APN: 4110-001-006)
- One-story multi-tenant commercial strip mall (built 1983; 6501-6505 S. Sepulveda Blvd./6502-6506 S. Arizona Ave.; APN: 4110-001-024)

The Site also contains paved surface parking lots, four freestanding pole/pylon signs, a billboard, and a small locksmith shop (added 1986).

The Dinah’s Family Restaurant building (6521 S. Sepulveda Blvd.) was identified as eligible in 2013 during the Los Angeles Citywide Survey (SurveyLA) of the Westchester-Playa del Rey Community Plan Area (CPA). The restaurant’s three freestanding signs were found to contribute to the significance of the building. The industrial/mixed-use building (6511-6519 S. Sepulveda Blvd./6508-6520 S. Arizona Ave.) was also identified in the 2013 SurveyLA survey as a contributor to a potential historic district (the Arizona Circle Industrial Historic District).<sup>1</sup> The commercial strip mall (6501-6505 S. Sepulveda Blvd./6502-6506 S. Arizona Ave.) was not identified through SurveyLA or any other historic resources survey.

Upon more in-depth research conducted in preparation of this Technical Report, it is ARG’s professional opinion that the Dinah’s Family Restaurant building is eligible for listing in the California Register under Criterion 3 and for local listing under Criteria 1 and 3. Due to changes that have been made to the building over time, Dinah’s does not retain sufficient integrity for listing in the National Register. While the three signs associated with the restaurant have undergone changes over time, including relocation of one sign and replacement of copy, the signs are considered character-defining features and contribute to the significance of the building.

Furthermore, it is ARG’s professional opinion that the industrial/mixed-use building is ineligible for listing, either individually or as a contributor, in the National and California Registers, or as a Los Angeles HCM/contributor to a Los Angeles HPOZ.

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<sup>1</sup> SurveyLA findings can be viewed at [www.historicplacesla.org](http://www.historicplacesla.org). The SurveyLA *Historic Resources Survey Report* for the Westchester-Playa del Rey Community Plan Area can be found at <https://planning.lacity.org/preservation-design/survey-la-results-westchester-playa-del-rey>.

The Project includes the demolition of the one-story industrial/mixed-use building (6511-6519 S. Sepulveda Blvd./6508-6520 S. Arizona Ave.), the one-story commercial strip mall (6501-6505 S. Sepulveda Blvd./6502-6506 S. Arizona Ave.), the small locksmith shop, and associated surface parking lots. The Project also includes the construction of an eight-story, mixed-use building and parking structure. The parking structure will extend one level below ground and three levels above ground. The Dinah's Family Restaurant building will be retained in place as part of the Project. The restaurant's pylon sign, sited closest to the building, will also be retained on site.. The "bucket" sign will be incorporated into the Project at a different location on site. The pole sign, located at the corner of Arizona and Centinela avenues, will be removed and either stored or donated to a local sign museum. See *Section 6.3: Project Description*, for a more detailed explanation of the Project.

This Technical Report has been prepared to fulfill the requirements of the California Environmental Quality Act (CEQA) as they relate to historical resources. CEQA states that "a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment."<sup>2</sup> An evaluation of potential impacts under CEQA includes both a determination of whether, and the extent to which, historical resources as defined by CEQA are present on and adjacent to the site and, if so, the identification of potential impacts to historical resources caused by the project.

In summary, ARG finds that there is one building on the Project Site that meets the definition of a historical resource: Dinah's Family Restaurant building at 6521 S. Sepulveda Blvd. appears eligible for listing in the California Register and as a local Historic-Cultural Monument. There is one adjacent potential historical resource: the Arizona Circle Industrial Historic District, located to the west of the Project Site. Upon review, ARG finds that the Project will not materially impair the significance of the Dinah's Family Restaurant building. It will therefore not cause a substantial adverse change to the historical resource's significance. The historical resource will retain nearly all of its character-defining features and will continue to retain sufficient integrity to convey its significance following the completion of the Project. Implementation of Project Design Features, enumerated herein, will ensure appropriate treatment of the historical resource throughout the duration of the Project. The building will remain eligible for listing under state and local designation criteria. The Project will also not materially impair the significance of the adjacent Arizona Circle Industrial Historic District.

Therefore, the Project will not have a significant unavoidable impact on any historical resources on or adjacent to the Project Site.

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<sup>2</sup> California Public Resources Code, Section 21084.1.

## 1.2 Methodology

For preparation of this report, ARG performed the following tasks for research, documentation, and analysis:

- Conducted site visits of the property on August 24, 2020 and October 26, 2021. During this time, the buildings and site were photographed and notes were taken on their physical appearance and condition.
- Conducted a search in California's Built Environment Resource Directory (BERD) and through the South Central Coastal Information Center (SCCIC) for previous surveys and evaluations of the subject property and surrounding properties.
- Reviewed state and local technical bulletins, ordinances, and other materials related to the evaluation of historical resources.
- Conducted primary and secondary source research related to the history of the restaurant building.
- Evaluated the two age-eligible buildings (Dinah's Family Restaurant and industrial/mixed-use building) on the Project Site against eligibility criteria of the National Register, California Register, and the City of Los Angeles' Cultural Heritage Ordinance.
- Analyzed the Project to determine whether it would result in any potential impacts to historical resources under CEQA.

ARG staff consulted the following archives and repositories as part of their research for this assessment: Los Angeles Public Library (multiple collections); the archives of the *Los Angeles Times* and other local periodicals; Los Angeles Department of Building and Safety Online Building Records; United States Census Records; Los Angeles City Directories; various online repositories; and ARG's in-house library collection. A complete list of references is included at the end of this report.

## 1.3 Preparer Qualifications

This report was prepared by Katie Horak, Principal, and Evanne St. Charles, Senior Associate, both of whom meet the *Secretary of the Interior's Professional Qualifications Standards* in Architectural History (see Appendix B: Resumes). Project support was provided by ARG intern Krista Gelev.



## 2. Property Description and Development

### 2.1 General Setting

The Project Site is located at 6501-6521 S. Sepulveda Blvd./6502-6520 S. Arizona Ave., in the Westchester community of Los Angeles. It is at the southwest corner of Sepulveda Boulevard and Centinela Avenue, just south of Interstate 405 and approximately 15 miles southwest of downtown Los Angeles. On the opposite (east) side of Sepulveda is a large, multi-story mixed-use development (Howard Hughes Center; developed 1980s/90s); to the west of the Site is a low-scale industrial campus historically comprising the Westchester Industrial Tract (built 1950s-70s), recorded through SurveyLA as the potential Arizona Circle Industrial Historic District (see Map 1 and Appendix D).<sup>3</sup> A few additional commercial properties as well as single-family residential neighborhoods surround the Site to the south. The topography of the surrounding area slopes downward to the north.

The Site comprises three buildings, including the Dinah's Family Restaurant (6521 S. Sepulveda Blvd.), a one-story industrial/mixed-use building (6511-6519 S. Sepulveda Blvd./6508-6520 S. Arizona Ave.), and a one-story commercial strip mall (6501-6505 S. Sepulveda Blvd./6502-6506 S. Arizona Ave.). The buildings are separated from one another by paved surface parking, and a small locksmith shop (added 1986) is located east of the strip mall, at the northeast corner of the Site (see Map 2).

At the northwest corner of the Site, facing Centinela Avenue, is a freestanding pole sign associated with the restaurant building ("C" on Map 3; build date unknown). The sign reads "Dinah's Fried Chicken" in dynamic backlit individual lettering; two backlit plastic boxes contain additional copy below the main signage. Originally sited equidistant between Sepulveda Boulevard and Arizona Avenue, the sign was moved further northwest to its current corner location in 1983; some of its original copy has also been replaced. At the northeast corner of the Site is a billboard ("E" on Map 3; build date unknown), and along the east edge of the Site is another free standing sign ("D" on Map 3; build date unknown). Neither the billboard nor the freestanding sign is associated with Dinah's Family Restaurant.

Two freestanding signs are located along the front of the Dinah's Family Restaurant building. Built in 1971, a pylon sign sits near the northeast corner of the building, highly visible along Sepulveda. It consists of a backlit rectangular box with lettering that reads "Dinah's Family Restaurant" ("A" on Map 3). The box is supported by a rectangular pylon, and atop the box is a red lantern bounded by metal scrolls. Near the northwest corner of the building, in front of the take-out space, is a pole supporting a backlit plastic cylinder, intended to emulate a bucket of fried chicken

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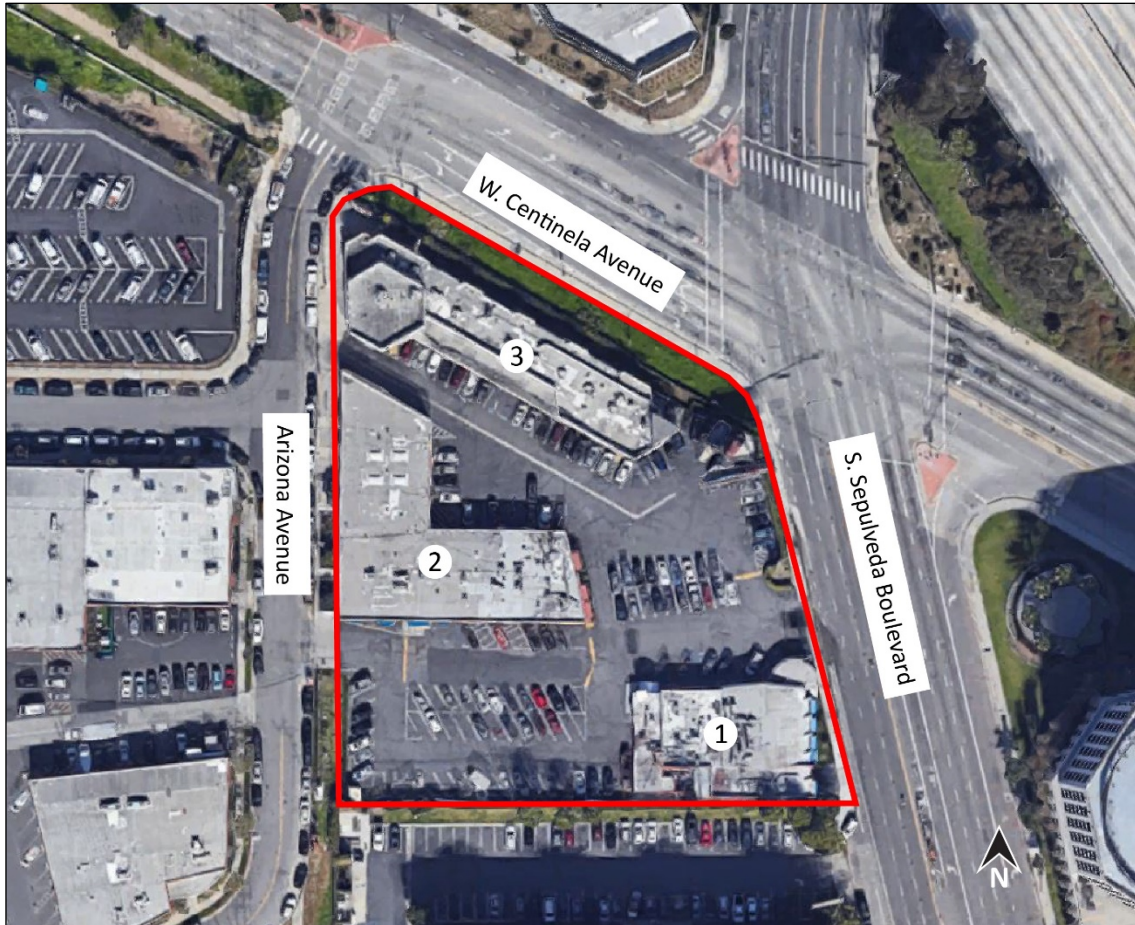
<sup>3</sup> The SurveyLA Historic Resources Survey Report, Westchester-Playa del Rey CPA, Historic District Appendix (2013) may be found at the following link: [https://planning.lacity.org/odocument/702cba44-30c8-4d80-b046-cf32ba5829dc/Westchester Playa Del Rey Districts.pdf](https://planning.lacity.org/odocument/702cba44-30c8-4d80-b046-cf32ba5829dc/Westchester_Playa_Del_Rey_Districts.pdf).

("B" on Map 3). Originally installed in 1959, the current bucket replaced an older version with different copy in 2013.<sup>4</sup>



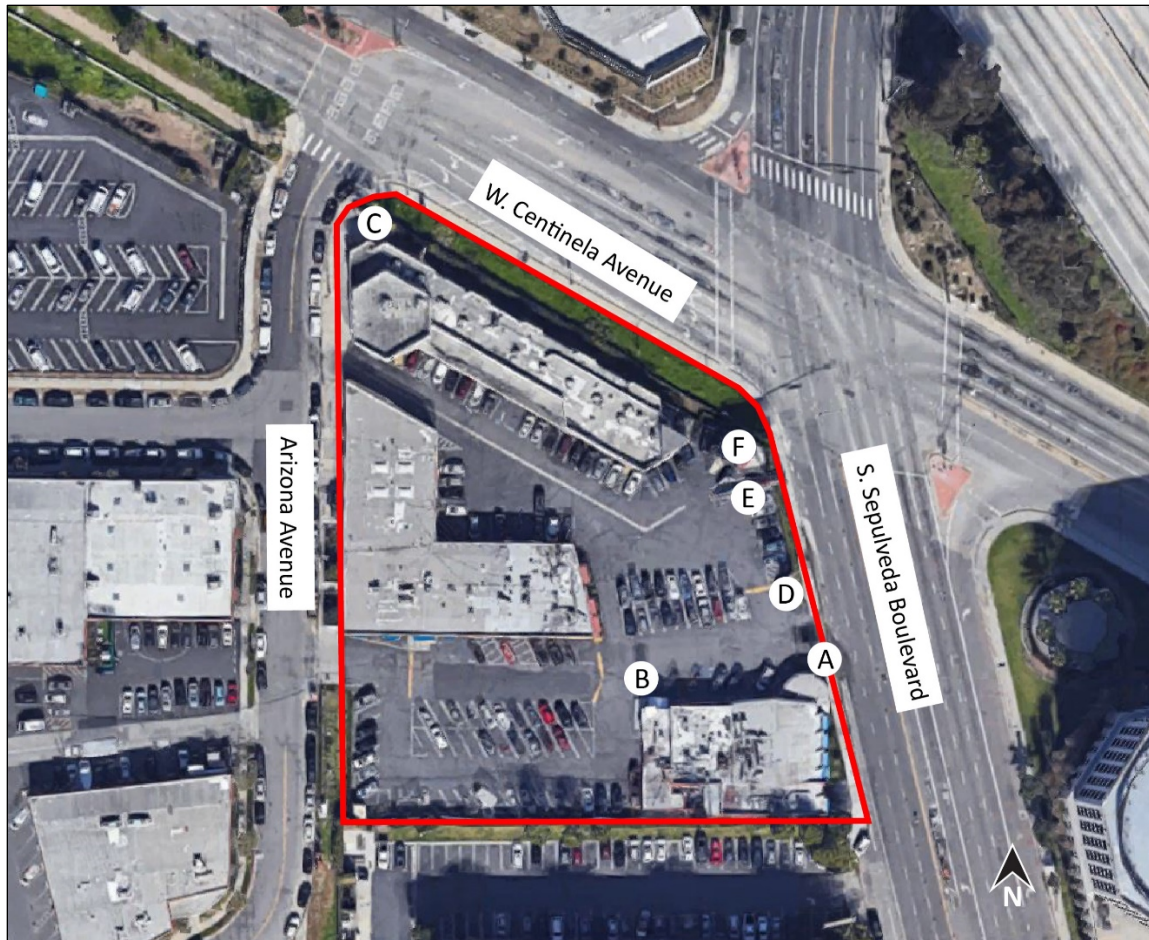
**Map 1.** Project location map (Google Maps; adapted by ARG, 2021). The Project Site is outlined in red. Note the Arizona Circle Industrial Historic District to the west of the Project Site, shaded in yellow. The industrial/mixed-use building (6511-6519 S. Sepulveda Blvd./6508-6520 S. Arizona Ave.) is located within the shaded yellow triangular parcel on the Project Site.

<sup>4</sup> Matthew Kang, "Teri Ernst, Owner of Dinah's Family Restaurant," *Eater LA*, July 16, 2013, accessed August 2020, <https://la.eater.com/2013/7/16/6401857/teri-ernst-owner-of-dinahs-family-restaurant>.



**Map 2.** Project Site map (Google Maps; adapted by ARG, 2021). 1) Dinah's Family Restaurant (built 1957), 2) industrial/mixed-use building (built 1967), 3) commercial strip mall (built 1983). The red outline indicates the Project boundary.





**Map 3.** Project Site map showing location of signs and locksmith shop (Google Maps; adapted by ARG, 2021). A) “Dinah’s Family Restaurant” pylon sign (added 1971), B) Bucket sign (originally built 1959; bucket replaced in 2013), C) “Dinah’s Fried Chicken” pylon sign (original build date unknown; moved to its current location in 1983), D) Freestanding pylon sign (build date unknown; not associated with Dinah’s), E) Billboard (build date unknown; not associated with Dinah’s), F) Locksmith shop (added 1986). The red outline indicates the Project Site boundary.

## Existing Conditions Photos, Setting



View southwest of the Project Site with Dinah's Family Restaurant in the background (ARG, 2020).



View south of the Project Site towards "Dinah's Fried Chicken" pylon sign ("C" on Map 3) and 1983 commercial strip mall (ARG, 2020).



View north of the Project Site towards a freestanding sign ("D" on Map 3) and 1983 commercial strip mall (ARG, 2021).



View east of the Project Site towards the 1967 industrial/mixed-use building and parking lot (ARG, 2021).

## 2.2 Dinah's Family Restaurant (6521 S. Sepulveda Blvd.)

### Exterior

Constructed in 1957, the one-story Dinah's Family Restaurant building is largely rectangular in plan, except at its northeast corner where a circular volume (comprising a dining area) is located. Attached to the west end of the building is a small rectangular volume (added 1959) that holds the restaurant's take-out department. The building has a combination low-pitched gable roof (east half) and flat roof (west half). The gable roof features a slightly upswept prow at the north gable end. The circular volume at the northeast corner is capped with a flat roof with wide eaves. All portions of the roof are covered in rolled asphalt, and mechanical equipment is visible on top of the roof. The exterior of the building is mostly clad in stucco with natural stone accent cladding

in various locations. Windows are primarily grouped, fixed, and floor-to-ceiling with aluminum frames. Primary doors are fully glazed with aluminum frames, and back-of-house doors are flush metal. Most windows and doors appear to be replacements, with thicker frames than would have existed historically.

The building's primary façade faces north towards a parking lot. The east half, underneath the gable roof, is characterized by fixed floor-to-ceiling aluminum windows. An entrance volume composed of paired fully glazed aluminum doors and fixed windows with mirrored glass is located near the east end. The entrance was remodeled in 1976 so that the doors and surrounding glazing sit at a slight angle to the rest of the façade. To the east of the entrance, at the northeast corner of the building, the circular volume is lined with grouped fixed canted aluminum windows with stone cladding below. To the west of the entrance is a stucco wall devoid of fenestration. A stone planter approximately three feet high extends most of the length of the wall. The west end of the north façade, comprising the take-out space (added 1959), is set back from the east end. It consists of floor-to-ceiling aluminum windows and a fully glazed aluminum door. It is fronted by an entrance canopy and a concrete pad and ramp surrounded by a metal railing. At the time of ARG's site visit (August 2020), the majority of the building's north façade was obscured by a freestanding open tent sheltering a temporary outdoor dining area added during the COVID-19 pandemic; it will presumably be removed after the pandemic.

The east façade is slightly set back from the sidewalk along Sepulveda Boulevard. The façade is divided into six bays, which are delineated by stone or stucco fins/wingwalls. Each of the bays contains grouped fixed aluminum windows. Vertical U-groove metal cladding lines the lower half of the three northern bays. The second and third bay from the south end contain fully glazed aluminum doors. Metal and stucco awning structures, which do not appear to be historic, are present above most of the bays. At the time of ARG's site visit, the landscaped area in front of the east façade had been enclosed with a tall metal fence, and umbrellas had been added for temporary outdoor dining during the COVID-19 pandemic; they will presumably be removed after the pandemic.

The west façade faces surface parking. The façade is primarily clad in stucco, except for at its north end where stone accent cladding and metal siding are present. The north end also has two fixed metal windows, and the center of the façade contains a recessed back-of-house entrance with a flush metal door. The south façade faces a concrete block perimeter wall. It is clad in stucco and lacks fenestration.



Existing Conditions Photos, Exterior



Dinah's Family Restaurant building, view southwest from the opposite side of Sepulveda (ARG, 2020).



View south of the north (primary) façade, east end and 1971 pylon sign ("A" on Map 3) (ARG, 2020).



View south of the north façade, west end and bucket sign ("B" on Map 3) (ARG, 2020).



Close-up of the primary entrance at the north façade (ARG, 2020).



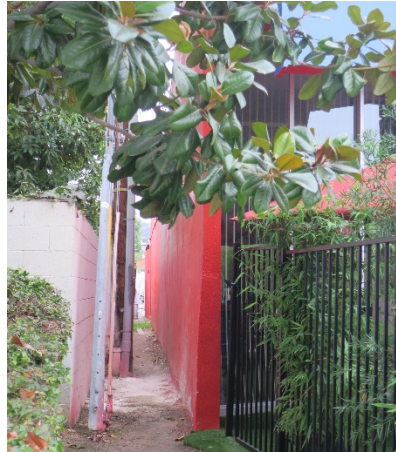
View northwest of the east façade (ARG, 2020).



View southwest of the east façade (ARG, 2020).



View southeast of the west façade (ARG, 2020).



View northwest of the south façade (ARG, 2020).

## Interior

### Restaurant

The interior of the restaurant consists of a large open dining area, an exhibition kitchen, a separate dining room, and a back-of-house kitchen with an employee break room to the south and restrooms to the north.

The main entrance provides access to a center open dining room. The room is filled with vinyl upholstered booths that seat two to four people and fixed tables. The stucco ceiling of the dining room is characterized by a series of dropped trapezoidal-shaped volumes terminated by round disks holding light fixtures. The fixtures are contemporary, and newspaper research indicates the color palette was previously orange and yellow rather than its current red and blue.<sup>5</sup> While the north and east walls of the dining room are largely glazed, the south wall, which separates the room from a smaller dining area, contains non-historic obscure glass and faux marble cladding. The center of the dining room floor, where seating is located, is covered in non-historic vinyl tile and carpet. Original terrazzo flooring is visible along the perimeter where waiter serving stations are located, as well as in the waiting area and the smaller circular dining area north of the main dining room. The terrazzo is composed of red, cream, and gray-colored flecks. Based on previous photographic documentation, the faux marble cladding, vinyl floor tile, carpet, and tables/table finishes were replaced in the last two to three years.<sup>6</sup>

<sup>5</sup> Food critic Pam Klein described its décor in 1989: a “glittered black ceiling dotted with orange and yellow clouds from which wrought-iron Mediterranean-style lights are suspended and see a sort of ingenuous, non-gimmicky ‘50s futurism.” The article also notes the dining room featured “orange plastic booths – the overstuffed kind you can fall into...” Pam Klein et al, “Deja Food: A Blast from Repast,” *LA Weekly*, Aug. 24, 1989.

<sup>6</sup> “Dinah’s Family Restaurant,” *Instagram*, accessed August 2020, <https://www.instagram.com/explore/locations/513009622110575/dinahs-family-restaurant/>.



The northeast and southeast ends of the dining room seating are bound by two waiter serving stations. The stations are L-shaped and feature stainless steel counters and red metal cabinets. Previous photographic documentation indicates the cabinets were replaced in the 2010s.<sup>7</sup>

To the north of the dining room is the waiting area, composed of vinyl upholstered seats and a cashier's station, which consists of a desk clad in non-historic faux marble (added in the last two to three years). The cashier's station is backed by a historic stone accent wall. To the northeast of the main dining room is a smaller dining area. This dining area contains vinyl upholstered semi-circular booths and fixed tables arranged in a circle. At the center of the space's floor is a red, yellow, and cream-colored terrazzo star; the rest of the floor is covered in contemporary carpet.

To the south of the main dining space is a separate dining room. This room is rectangular in plan and lined with vinyl upholstered booths and fixed tables on its north and south ends. The ceiling is plaster with can lighting, and the walls are clad in non-historic faux marble. The floor is covered in newer carpet and tile. The wall and floor finishes were replaced in the last couple of years.

To the west of the primary dining area is the exhibition kitchen. The exhibition kitchen was a common characteristic of postwar coffee shops, allowing customers to oversee the cleanliness of the restaurant's food preparation. The exposed kitchen features appliances, preparation counters, shelving, and cabinetry composed of stainless steel (the red cabinets, which match those in the service stations, appear to be replacements). A plaster canopy with canted edges and featuring keystone-shaped light sconces hovers over the exhibition kitchen. The kitchen is bordered on the east side by low counter seating with swivel chairs. Based on visual inspection during ARG's site visit, the dining counter may have been replaced or moved slightly further east, presumably to meet accessibility code requirements for the exhibition kitchen.<sup>8</sup> The counter tops were replaced in the last two to three years.

The back-of-house kitchen, located west of the exhibition kitchen, is a large, primarily open space with smaller storage rooms along the perimeter. The kitchen retains a plaster ceiling, quarry tile flooring, and tile wall finishes. Stainless steel counters and equipment are strategically spaced throughout to allow for foot traffic and employees cooking.

To the south of the kitchen is an employee breakroom and cashier's station. The rooms feature plaster ceilings and walls and concrete and tile flooring. To north of the kitchen are two restrooms that contain no historic finishes or fixtures.

### Take-Out Space

The take-out space has a separate entrance at the west end of the north façade. The interior of the space consists of a small waiting area and an ordering/service counter (front-of-house), and a kitchen/storage area (back-of-house). The waiting area has a wood ceiling supported by exposed wood beams. A dropped ceiling with can lighting delineates the ordering/service area. The walls

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<sup>7</sup> "Dinah's Family Restaurant from 'Modern Family,'" accessed August 2020, <http://www.iamnotastalker.com/2015/06/05/dinahs-family-restaurant-from-modern-family/>.

<sup>8</sup> A concrete strip, which appears to mark the location of the original counter footprint, is visible on the floor of the exhibition kitchen. The counter appears to have been moved east approximately one foot.

of the front-of-house space are clad in white, gray, and red tile, which does not appear to be original, and the floors have non-original vinyl tile flooring. The take-out kitchen was not accessed during ARG's site visit.

#### Existing Conditions Photos, Interior



View northeast of the main dining room. Note volumes projecting from ceiling with light fixtures (ARG, 2020).



View east of the main dining room. Note non-historic faux marble and obscure glass, and carpet (ARG, 2020).



View south of the main dining room north service station (ARG, 2020).



View north of the cashier's station. Note non-historic faux marble (ARG, 2020).



View northeast of the circular dining area. Note terrazzo star, now surrounded by carpet (ARG, 2020).



View east of the smaller dining room south of the main dining space. Note non-historic ceiling, wall, and floor finishes (ARG, 2020).





View west of the exhibition kitchen. Note plaster canopy with keystone shaped sconces (ARG, 2020).



View north of the exhibition kitchen. Note concrete strip on the floor, presumably marking the historic location of the counter (ARG, 2020).



View north of the back-of-house kitchen (ARG, 2020).



View west of the employee break room (ARG, 2020).



View west of the women's restroom. Note non-historic finishes and fixtures (ARG, 2020).



View south of the take-out space. Note non-historic finishes and fixtures (ARG, 2020).

## 2.3 Industrial/Mixed-Use Building (6511-6519 S. Sepulveda Blvd./6508-6520 S. Arizona Ave.)

Constructed in 1967, the multi-tenant industrial/mixed-use building (6511-6519 S. Sepulveda Blvd./ 6508-6520 S. Arizona Ave.) is one story in height and L-shaped in plan. It is capped with a flat roof, and its exterior walls are clad in brick. Its west façade, which fronts on Arizona Avenue, is lined with recessed entrances containing non-original fully glazed doors, some with metal security doors. Between the entrances are fixed and sliding aluminum windows. The building's south façade is similarly lined with primarily recessed entries with non-original doors and fixed and sliding aluminum windows. The east end of the south façade has been painted, and an opening appears to have been infilled where a painted mural is installed. The north façade is articulated with large rectangular openings enclosed with metal roll-up doors and multiple pedestrian entrances holding slab doors. The east façade appears to have been significantly altered with new window and door openings to accommodate a restaurant storefront, likely in the 1990s. An entrance ramp, added for accessibility, leads to a fully glazed entrance door at the north half of the façade. Large, fixed windows are located on either side of the entrance. A wood fence and shade structures have been added for temporary outdoor dining during the COVID-19 pandemic.

### Existing Conditions Photos



View southeast of the west façade, along Arizona Avenue (ARG, 2021).



View northeast of the south and west façades (ARG, 2021).



View southwest of the north façade (ARG, 2021).



View west of the east façade. Note altered fenestration/window openings (ARG, 2021).

## 2.4 Chronology of Development and Use

Following is a chronology of development and use of Dinah’s Family Restaurant and the industrial/mixed-use building on the Project Site. Source materials include online building permits from the City of Los Angeles Department of Building and Safety, historic newspaper articles, historic aerial photographs, and contemporary social media posts.

### Dinah’s Family Restaurant (6521 S. Sepulveda Blvd.)

- Dec. 1956: Foundation laid for restaurant and store at 6521-27 Sepulveda Blvd.<sup>9</sup>
- 1957: Permit pulled for a new building – wood frame and stucco restaurant and store with composite roof. Jacob Tracht is listed as the architect, and Howard Fox and Harry Quinn as the owners.<sup>10</sup>
- Rounded canopy on northeast part of building erected, along with roof sign (not extant) for Henn’s Restaurant.<sup>11</sup>
- Certificate of Occupancy issued to Henn’s Restaurant.<sup>12</sup>
- 1959: Permit issued for the conversion of liquor store attached to the restaurant into a banquet room in May.<sup>13</sup>
- The restaurant was rebranded, and Dinah’s Pancake House opens in July.<sup>14</sup>
- Permit issued for a one-story wood frame and stucco addition along the west end of the building (the current take-out space) in September.<sup>15</sup>
- “Bucket” pole sign was erected on the site in October.<sup>16</sup>
- 1960s: By the mid-1960s, the owners are listed as Fred Humphreys and Roy Roberts. Humphreys owned other restaurants in the Los Angeles area, including Viva Mexican in Burbank.<sup>17</sup>
- 1971: Pylon sign was added in front of the primary entrance along Sepulveda Boulevard.<sup>18</sup>

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<sup>9</sup> LADBS Permit no. 1956LA60349.

<sup>10</sup> LADBS Permit no. 1957LA65830.

<sup>11</sup> LADBS Permit no. 1957LA75487.

<sup>12</sup> Certificate of Occupancy 1957LA65830/68684.

<sup>13</sup> Certificate of Occupancy 1959LA332266.

<sup>14</sup> “Bites,” *San Pedro News-Pilot*, San Pedro, CA, July 1, 1994; LADBS Permit no. 1959LA45759.

<sup>15</sup> LADBS Permit no. 1959VE21545.

<sup>16</sup> The permit notes the sign is “cylindrical” so it is assumed the permit was for the bucket sign. LADBS Permit no. LA45759.

<sup>17</sup> “Bill Bush’s Boulevard Beat,” *Valley Times*, Los Angeles, May 7, 1965.

<sup>18</sup> LADBS Permit no. 1971LA23374.



- 1974: Permit pulled for a small rear southwest addition for a walk-in refrigerator.<sup>19</sup>
- 1976: The primary entrance was remodeled and expanded. A new space was enclosed in projecting mirrored glass walls left of the primary entrance.<sup>20</sup>
- Early 1980s: The restaurant's name was changed from "Dinah's Pancake House" to "Dinah's Family Restaurant."<sup>21</sup>
- 1983: The "Dinah's Fried Chicken" pylon sign (original build date unknown) was relocated to its current site at the intersection of Arizona and Centinela avenues.
- 1989-95: The orange and yellow color palette, which may have been original and was featured in ceiling finishes and the dining booths, was replaced with the current red and blue scheme.<sup>22</sup>
- 1993: Permit issued for the removal of all roofs and replacement with firestone roofing.<sup>23</sup>
- By 1993, ownership appears to have changed back to the original families. Lorin and Mitchell Flyer, relatives of Howard M. Fox and his wife Evelyn Flyer, are listed as the owners, along with Harry J. Quinn.<sup>24</sup>
- 1996: Permit issued for restroom upgrades for accessibility.<sup>25</sup>
- 2004: Permit issued for the replacement of fire-damaged roof rafter: "No structural changes."<sup>26</sup>
- 2013: The original "bucket" sign in front of the take-out space was replaced with an updated version. Teri and Mario Ernst are the owners until at least 2017. Online news articles indicate the Ernsts are related to the original owners, though it is unknown who their exact relatives are.<sup>27</sup>
- 2018-19: Interior features and finishes, including faux marble cladding, new vinyl tile flooring, carpet, new service station cabinets/storage, and new tabletops replaced original features/finishes. Around the same time, decorative period knick-knacks along the walls were removed.<sup>28</sup>

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<sup>19</sup> LADBS Permit no. 1974WL00900.

<sup>20</sup> LADBS Permit no. 1976WL06451.

<sup>21</sup> The name change is based on historical newspaper articles from the early 1980s. The restaurant is also often referred to as "Dinah's."

<sup>22</sup> Klein et al, "Deja Food: A Blast from Repast," Jonathan Gold, "Batter Up," *Los Angeles Times*, Feb. 16, 1995.

<sup>23</sup> LADBS Permit no. 1993VN24130.

<sup>24</sup> LADBS Permit no. 1993VN24130.

<sup>25</sup> LADBS Permit nos. 1996WL39492 and 960163000007429.

<sup>26</sup> LADBS Permit no. 40163000004168.

<sup>27</sup> Kang, "Teri Ernst, Owner of Dinah's Family Restaurant."

<sup>28</sup> "Dinah's Family Restaurant," *Instagram*; "Dinah's Family Restaurant from 'Modern Family.'"

2020: Temporary outdoor dining areas were added to the north and east sides of the building, obscuring views of the north and east façades.

In addition to the alterations listed above, ARG noted changes to the exterior and interior of the building that were not documented in building permits or other source materials. These alterations were identified by visual inspection of the property conducted by ARG staff on August 24, 2020. In the absence of building permits, ARG was not able to determine when these alterations occurred. Below is a list of the changes noted by ARG during visual inspection:

- New aluminum windows and entrance doors appear to have replaced original windows/doors, which would have likely had narrower frames.
- The dining counter surrounding the exhibition kitchen appears to have been replaced/relocated slightly further east to accommodate a larger kitchen space.

### **Industrial/Mixed-Use Building (6511-6519 S. Sepulveda Blvd./6508-6520 S. Arizona Ave.)<sup>29</sup>**

1967: A one-story, multi-tenant industrial/mixed-use building is constructed northeast of the existing Dinah's Family Restaurant.<sup>30</sup>

Permit issued for a neon sign for Dobby's Sportswear retail store at 6519 S. Sepulveda Blvd, near the east end of the building.<sup>31</sup>

1968: Newspapers advertised a "New brick, beaut. ofc.," 2,000 square feet in size, at 6508 S. Arizona Ave.<sup>32</sup>

Artex Hobby Products, Inc., a company producing hobby embroidery paints, began occupying 5,000 square feet of office and warehouse space at 6520 S. Arizona Ave.<sup>33</sup>

1970: Permit issued for the addition of interior partitions at 6520 S. Arizona Ave. The building's use is listed as office/storage. The owner of the building is listed as Harry J. Quinn, who also owned Dinah's.<sup>34</sup>

The Shady Lady, a lamp store, occupied 6515 S. Sepulveda Blvd.<sup>35</sup>

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<sup>29</sup> While the Los Angeles County Assessor includes 6511 S. Sepulveda Blvd. as an address associated with this building, building permit records indicate 6511 S. Sepulveda Blvd. is rather associated with the commercial strip mall to the north. Thus, permit data for 6511-6511 ½ S. Sepulveda Blvd. is not included in the following chronology.

<sup>30</sup> "Los Angeles County Assessor Portal," *Los Angeles County Assessor*, accessed October 2021, <https://portal.assessor.lacounty.gov/mapsearch?c=-118.2475364868144,34.05893544510384,11>.

<sup>31</sup> LADBS Permit no. LA57408.

<sup>32</sup> Advertisement, *Los Angeles Times*, Oct. 26, 1969.

<sup>33</sup> "Artex Moves to New Location," *Evening Vanguard (Venice, CA)*, Jan. 30, 1968.

<sup>34</sup> LADBS Permit no. LA06568.

<sup>35</sup> Advertisement, *Los Angeles Times*, Feb. 23, 1970.

- 1973: A silver ingots store operated out of 6520 S. Arizona Ave.<sup>36</sup>
- 1977: A mattress factory showroom occupied 6520 S. Arizona Ave.<sup>37</sup>
- 1981: A marketing company called Rumours Ltd. occupied 6508 S. Arizona Ave.<sup>38</sup>
- 1987: A satellite store occupied 6515 S. Sepulveda Blvd.<sup>39</sup>
- 1988: A mattress factory operated out of 6519 S. Sepulveda Blvd.<sup>40</sup>
- 1990: Permit issued to change a repair shop into a church meeting space at 6519 ½ Sepulveda Blvd. Alterations included new interior partitions and accessible restrooms.<sup>41</sup>
- 1992: Permit issued to change a retail store into a restaurant at 6515 S. Sepulveda Blvd. Alterations included tenant improvements.<sup>42</sup> This may have been when the fenestration was altered and new window openings added at the east façade of the building.
- 1994: Permit issued to change an office/warehouse into a commercial kitchen at 6517 ½ S. Sepulveda Blvd. Work included remodeling the existing space for catering.<sup>43</sup>
- 2018: A plumbing permit listed Lorin Flyer, who also owned Dinah's, as the owner of 6515 S. Sepulveda Blvd.<sup>44</sup>
- 2020: A temporary outdoor dining area was added to the east side of the building, obscuring views of the east façade.

In addition to the above, ARG noted changes to the exterior of the building that were not documented in building permits or other source materials. In the absence of building permits, ARG was not able to determine when these alterations occurred. Below is a list of the changes noted by ARG during visual inspection:

- Most doors replaced.
- Door and window security bars added.
- Signage added/replaced.

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<sup>36</sup> Advertisement, *Van Nuys News*, Sep. 14, 1973.

<sup>37</sup> Advertisement, "Adjust-A-Matic Bed Sale," *Los Angeles Times*, Jul. 9, 1977.

<sup>38</sup> Advertisement, *LA Weekly*, Nov. 19, 1981.

<sup>39</sup> Advertisement, *News-Pilot (San Pedro, CA)*, Dec. 29, 1987.

<sup>40</sup> Advertisement, *LA Weekly*, Sep. 8, 1988.

<sup>41</sup> LADBS Permit no. WL93551.

<sup>42</sup> LADBS Permit no. WL04063.

<sup>43</sup> LADBS Permit no. WL20790.

<sup>44</sup> LADBS Permit no. 18042-90000-25614.



### 3. Historical Background and Context

#### 3.1 Postwar Commercial and Industrial Development of Westchester

The planned suburb of Westchester, subdivided from 1940-1944, was among the first developments of its kind in America to be conceived not as a dependent bedroom community, but as a self-sufficient neighborhood, with places to live, work, shop, and eat.<sup>45</sup> The ground for the development was laid as early as 1928, when the City of Los Angeles chose to site its municipal airport (eventually, LAX) in the southwestern Ballona wetlands. Thereafter, aviation-related industries became the economic linchpin of the surrounding region.<sup>46</sup> With the start of World War II, aircraft manufacturing plants including North American Aviation and Douglas Aircraft arose nearby, and earlier plants such as Hughes Aircraft Company facilities (established in the 1930s) expanded, attracting droves of commuting defense workers.<sup>47</sup> Westchester, which included tracts by Marlow-Burns and Frank H. Ayres & Sons, was planned as a subdivision of 3,230 residences to house these workers. Residency was initially restricted to those engaged in the war effort.<sup>48</sup>

The aviation and aerospace industries proliferated in Westchester after World War II, as companies shifted their focus to manufacturing commercial passenger planes.<sup>49</sup> Most postwar industrial development occurred around LAX and other previously established industrial districts. In the late 1950s through the early 1970s, developer Robert G. Harris subdivided and developed the Westchester Industrial Tract (to the west of the Project Site), less than one-half mile from the Hughes Aircraft plant. The tract comprised several low-scale brick buildings that were leased to industrial manufacturers, the majority of whom produced parts and materials for aviation-related industries.<sup>50</sup>

An integral component of Westchester's master plan was the construction of a low-scale commercial district to serve its residents. Now known as the Westchester Triangle, the commercial development is located to the east of Sepulveda and south of Manchester Avenue, in the southern section of the community. Construction of the district commenced shortly after the

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<sup>45</sup> Greg Hise, *Magnetic Los Angeles: Planning the Twentieth-Century Metropolis* (Baltimore: Johns Hopkins University Press, 1999), 146.

<sup>46</sup> Architectural Resources Group, "SurveyLA Historic Resources Survey Report: Westchester-Playa del Rey Community Plan Area," prepared for the City of Los Angeles, Department of City Planning, Office of Historic Resources, November 2013, 10-11.

<sup>47</sup> City of Los Angeles, "SurveyLA Los Angeles Citywide Historic Context Statement: Industrial Development, 1850-1980," prepared by LSA Associates for the City of Los Angeles, Department of City Planning, Office of Historic Resources (2011, rev. 2018), 177.

<sup>48</sup> Architectural Resources Group, "SurveyLA Historic Resources Survey Report: Westchester-Playa del Rey Community Plan Area," 11.

<sup>49</sup> Architectural Resources Group, "SurveyLA Historic Resources Survey Report: Westchester-Playa del Rey Community Plan Area," 11; Hise, *Magnetic Los Angeles: Planning the Twentieth-Century*, 143-144.

<sup>50</sup> Architectural Resources Group, "SurveyLA Historic Resources Survey Report: Westchester-Playa del Rey Community Plan Area," Historic District Appendix.

war and continued into the early 1960s. After the war, Westchester continued to expand towards neighboring Playa del Rey, where Kaiser Community Homes, an offshoot of the wartime shipbuilding company, built a massive factory for pre-assembled housing components.<sup>51</sup> Kaiser Community Homes' new housing project was funded by the Federal Housing Administration (FHA). As with many areas across the country, the company had in place racially restrictive housing policies, precluding Black families and other people of color from residing in Westchester's new residential neighborhoods.<sup>52</sup>

Commercial infrastructure followed the expansion of industrial and residential development, with the rise of new auto-oriented retail corridors to the north and west of the residential neighborhoods along Centinela Avenue and Jefferson Boulevard in the late 1950s and early '60s.<sup>53</sup> Dinah's Family Restaurant (built 1957 as Henn's Restaurant), located at the intersection of Sepulveda and Centinela (on the Project Site), along with nearby Pann's Coffee Shop (1958), and the original Denny's (1959) became local hubs, serving as locations for community meetings and offering inexpensive traditional American fare to local residents, commuters, and tourists alike.<sup>54</sup>

With the construction of the first leg of the Interstate 405 Freeway in 1961, the expanding northern commercial center of Westchester became inextricably linked to the rest of Los Angeles. This trend culminated in the 2000s, when the mixed-use Playa Vista project development to the northeast attracted a wave of new business and retail presence to the region.<sup>55</sup> Anchored between the nation's second-busiest airport to the south and the emerging technological hub of "Silicon Beach" to the west, Westchester remains a prominent center of industry and commerce to this day.<sup>56</sup>

## 3.2 Dinah's Chicken

Dinah's Chicken was a restaurant franchise that expanded in the late 1950s through the 1970s throughout the Western United States and Canada.<sup>57</sup> Dinah's arose as a competitor to Colonel Harland Sanders' Kentucky Fried Chicken franchise, which expanded nationwide in the mid-1950s, seeking to secure a part of the burgeoning hamburger-centric postwar fast food market.<sup>58</sup> Dinah's borrowed tactics from Sanders' restaurant chain, including granting franchise owners

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<sup>51</sup> Ibid, 11.

<sup>52</sup> Richard Rothstein, *The Color of Law: A Forgotten History of How Our Government Segregated America* (New York: Liveright Publishing Corporation, 2017), 73.

<sup>53</sup> "Historic Aerials," *NETRONLINE*, various years, accessed August 2020, <https://www.historicaerials.com/>; "Frame Finder," Special Research Collections, UCSB Library, University of California Santa Barbara, various years, accessed August 2020, [https://mil.library.ucsb.edu/ap\\_indexes/FrameFinder/](https://mil.library.ucsb.edu/ap_indexes/FrameFinder/).

<sup>54</sup> Alan Hess, *Googie Redux: Ultramodern Roadside Architecture* (San Francisco: Chronicle Books, 2004), 200.

<sup>55</sup> Architectural Resources Group, "SurveyLA Historic Resources Survey Report: Westchester-Playa del Rey Community Plan Area," 11; "Frame Finder," Special Research Collections, UCSB Library, University of California Santa Barbara, various years, accessed August 2020, [https://mil.library.ucsb.edu/ap\\_indexes/FrameFinder/](https://mil.library.ucsb.edu/ap_indexes/FrameFinder/).

<sup>56</sup> Lucy Hood, "L.A.'s Future: 'Silicon Beach,'" *Los Angeles Times*, Jan. 9, 2013.

<sup>57</sup> "The Chicken to Go that Goes Over Big," *Arizona Republic*, Sept. 6, 1959; "Dinah's Finer, Tender Chicken," *Star-Phoenix (Saskatoon)*, Oct. 7, 1961; "Franchise Info: Dinah's Fried Chicken," *Los Angeles Times*, Oct. 2, 1967.

<sup>58</sup> William Grimes, "In Kentucky, Fried Chicken History," *New York Times*, Aug. 2012, accessed August 2020, <https://www.nytimes.com/>.

rights to a secret recipe for pressure-cooker fried chicken, and associating itself nostalgically with the Old South.<sup>59</sup> Though restaurant reviews of Dinah's Family Restaurant would speculate about the presence of the eponymous figurehead, "Dinah," unlike Colonel Sanders, Dinah was a fiction. Dinah was a racialized caricature of a Southern Black "Mammy" figure whose likeness appeared in advertisements for the franchise in the early 1960s.<sup>60</sup> Like Aunt Jemima, the mascot of the popular pancake syrup brand, a "Dinah" or "Aunt Dinah" had been used to promote molasses and fried chicken even before the Dinah's Chicken brand came into existence.<sup>61</sup> Appealing to the wave of Southern and Eastern transplants who arrived in Southern California following World War II, Dinah's sought to strike a chord of familiarity and home-style authenticity, albeit in a racially exploitative manner. Though Dinah's restaurants were family-owned, with the franchise advertising directly to married couples, none of the Dinah's franchises in Southern California appear to have been Black-owned businesses.<sup>62</sup>

Restaurants in the Dinah's franchise were a loosely cohesive entity that operated under various names, with only some using the brand's logo. Owners primarily bought into the franchise to have access to the fried chicken recipe. During the 1960s and '70s, for instance, in the greater Los Angeles area both a taco stand, Taco Tia in Pasadena, and a traditional sit-down restaurant, the Grist Mill in Burbank, sold Dinah's Chicken under their own auspices.<sup>63</sup> The Dinah's Family Restaurant on Sepulveda Boulevard, opened in 1959 by Howard Fox and Harry Quinn, was the first franchise location in Los Angeles. Alongside the Dinah's fried chicken recipe (initially claimed to be identical to Colonel Sanders' own), the restaurant also touted its affiliation with the Original Pancake House franchise.<sup>64</sup> This gave the Westchester location a unique identity as "pancake and chicken house," boasting an expansive, versatile menu in the California coffee shop manner that became popular in postwar Los Angeles.<sup>65</sup>

A Huntington Park location at 2054 E Gage Street opened around the same time as the Westchester location; the two were listed in a 1961 advertisement, though it is unknown if this other branch was also operated by Fox and Quinn. Locations in Glendale, at 4106 San Fernando Road; Hollywood, at 1552 N. Western Avenue; and Long Beach, at the intersection of Atlantic Avenue and San Antonio Drive, opened in 1967, 1969, and 1974, respectively.<sup>66</sup> Of all the former

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<sup>59</sup> "In All the World No Pancakes So Delicious," *Los Angeles Times*, Apr. 5, 1959; Alejandra Reyes-Velarde, "After more than 50 years, Dinah's Chicken remains a Glendale Icon," *Glendale News Press*, May 25, 2018, accessed August 2020, <https://www.latimes.com>.

<sup>60</sup> Research did not indicate that the Westchester location ever officially used the "Dinah" mascot. Klein et al, "Deja Food: A Blast from Repast;" "It's Our Anniversary and We're So Happy!," *Los Angeles Times*, Aug. 14, 1961; "Dinah's Finer, Tender Chicken."

<sup>61</sup> "'Aunt Dinah' Cooking Molasses," *Bloomfield Monitor* (Nebraska), Sep. 14, 1933; "Cutty's Café," *Rock Island Argus* (Illinois), Aug. 29, 1952.

<sup>62</sup> "Franchise Info: Dinah's Fried Chicken," *Los Angeles Times*, Oct. 2, 1967; "Partner-Manager," *Los Angeles Times*, Feb. 13, 1969.

<sup>63</sup> "Taco Tia Tacos," *Pasadena Independent*, Pasadena, CA, Sept. 16, 1960; "Introductory Special," *Valley News*, Los Angeles, Sept. 2, 1977.

<sup>64</sup> "In All the World No Pancakes So Delicious," *Los Angeles Times*, Apr. 5, 1959.

<sup>65</sup> Alan Hess, "Historic-Cultural Monument Nomination Form – Norm's La Cienega Coffee Shop," prepared for the Los Angeles Conservancy, December 2014.

<sup>66</sup> "Dinah's Chicken," *Valley Times*, Los Angeles, May 16, 1969; Tedd Thomey, "Stepping Out," *Long Beach Independent*, Sept. 12, 1974.

Dinah's locations nationally, only the Dinah's Family Restaurant in Westchester and Dinah's Fried Chicken in Glendale are extant. Although both claim to use exclusive fried chicken recipes and retain the same mid-century Dinah's logo, the two restaurants have no affiliation.<sup>67</sup>

Since its founding in 1959, the Westchester Dinah's has become an iconic commercial entity, with strong ties to the surrounding community. Its quality comfort food and homey atmosphere have been the subject of amateur bloggers and professional food critics for decades. In addition to being the go-to breakfast joint for numerous local residents and out-of-towners traveling to and from LAX, Dinah's has served as the meeting hub for local community organizations, such as the Westchester Toastmasters Club, the Westchester YW Wives Club, and the Culver City Community Coordinating Council, as well as the location of myriad events, including the Hughes Employees Assoc. Sports Car Club (HEASCC) "Crazy Maze I" car rally pit stop, health insurance workshops and seminars, and club anniversary parties and social gatherings. In more recent years, it has proved to be one of Hollywood's favorite filming locations, serving as the backdrop for movies and television shows like *The Big Lebowski* (1998), *The Limey* (1999), *Nightcrawler* (2014), *Modern Family* (2015), *Agents of Shield* (2015), and *California Dreaming* (2016).

### 3.3 Googie Architecture

An architectural expression of a prosperous and optimistic postwar America, the hyper-stylized Googie idiom (referred elsewhere in the United States as "Doo-Wop" or "Populuxe"), flourished in Southern California from the late 1940s to the '60s. Identifiable by its Space Age vocabulary of saucers, butterfly roofs, and parabolas; its embrace of modern materials such as stainless steel, Formica, and plastics; and its expressive graphic signage, the style proliferated in the architecture of coffee shops, bowling alleys, car washes, and drive-in theaters. Googie was as much a product of automobile culture as a symbol of it. The style was a direct successor of the roadside mimetic architecture of the 1920s and '30s, which used playful, large-scale forms to attract the attention of vehicular traffic. Googie was also derived from the sleek lines and polished chrome of Streamline Moderne's machine aesthetic—which echoed oceanliners and automobiles—updating the style for the Atomic Age, with rocket-ship finials and shiny plastics. As higher standards of living boosted car ownership, and new freeways allowed Angelenos to travel with more efficiency than ever, Googie architecture conveyed a buoyant technological optimism.<sup>68</sup>

The paragon of Googie architecture was the California coffee shop, a new restaurant type that offered affordable, family-friendly dining in a stylishly modernistic setting. Architectural historian and author Alan Hess credits the architect John Lautner, a student of Frank Lloyd Wright, with inventing the Googie style with his two locations of the chain Coffee Dan (neither extant), designed in collaboration with Douglas Honnold in the early 1940s. The Vine Street location of Coffee Dan exhibited what would become leitmotifs of the Googie style: a tilted, cantilevered

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<sup>67</sup> Alejandra Reyes-Velarde, "After more than 50 years, Dinah's Chicken remains a Glendale Icon;" "The Story of Dinah's," *Dinah's Restaurant*, accessed August 2020, <http://www.dinahsrestaurant.com/aboutus.html>.

<sup>68</sup> City of Los Angeles, "SurveyLA Los Angeles Citywide Historic Context Statement: LA Modernism, 1919-1980," prepared by Architectural Resources Group for the City of Los Angeles, Department of City Planning, Office of Historic Resources, October 2019, 174.

roof and a floor-to-ceiling glass façade that eluded the distinction between inside and out.<sup>69</sup> The idiom's very name was derived from one of Lautner's projects, Googie's (1949, not extant), a coffee shop on Sunset and Crescent Heights boulevards that Hess invokes as a series of jutting, oblique planes, topped by a red-painted "roofline propped up on rectangular fins set at an angle and cut back at the top, so that they only barely touched the roof."<sup>70</sup> Frank Lloyd Wright's organic architecture, transmitted directly through former students such as Lautner and Harry Harrison, was a crucial influence on the design of the California coffee shop.<sup>71</sup> Craggy rock walls, triangular clerestories, and projecting eaves, pioneered in the design of Taliesin West (1938), Wright's home and school in Arizona, became fixtures of Googie coffee shop architecture from the late 1940s onward.<sup>72</sup>

Googie coffee shops appeared all over Los Angeles during the 1950s, but became endemic along the wide arterial boulevards of West Los Angeles and the San Fernando Valley, areas that were newly populated by postwar subdivisions. The most prolific architects of California coffee shops were Armet and Davis, whose designs for a local coffee shop chain, Norm's (two of their designs are extant, on La Cienega Boulevard in Los Angeles and in Huntington Park), as well as prototypes for Bob's Big Boy and Denny's were exported regionally and nationwide. Locally, establishments such as Romeo's Times Square Coffee Shop (1956, Armet and Davis, now Johnnie's Coffee Shop) in the Miracle Mile district, Dinah's Family Restaurant (built in 1957 as Henn's, Jacob Tracht) and Pann's Coffee Shop (1958, Armet and Davis) in Westchester, defined themselves with progressively more exuberant architecture and flamboyant acrylic plastic and neon signs.<sup>73</sup> At the same time, these Googie coffee shops entwined themselves in the expansive new suburban fabric of Los Angeles. With their jubilant aesthetic and accessible prices, they became neighborhood fixtures.

By the 1970s, Googie architecture had fallen out of fashion, its flashy novelty deemed too flamboyant by an economically and environmental conscious public. In the following decades, development pressures and evolving preferences in commercial design resulted in the mass demolition of Los Angeles' Googie building stock: over 30% (138) of Googie style commercial buildings (nationwide) identified by Alan Hess in 1984 have been demolished, with only 271 extant today.<sup>74</sup> Despite a revival of interest in the style heralded by postmodern historians and embraced by the general public, Southern California's few extant Googie coffee shops remain vulnerable to demolition.<sup>75</sup>

The character-defining features of the Googie style include:

- Horizontal form, almost always one story in height

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<sup>69</sup> Alan Hess, *Googie: Fifties Coffee Shop Architecture* (San Francisco: Chronicle Books, 1985), 19, 64.

<sup>70</sup> Hess, *Googie Redux: Ultramodern Roadside Architecture*, 76.

<sup>71</sup> "Chips," *Los Angeles Conservancy*, accessed August 2020, <https://www.laconservancy.org/locations/chips>.

<sup>72</sup> Hess, *Googie Redux: Ultramodern Roadside Architecture*, 96, 112.

<sup>73</sup> City of Los Angeles, "SurveyLA Los Angeles Citywide Historic Context Statement: Commercial Signs, 1906-1980," City of Los Angeles, Department of City Planning, Office of Historic Resources, July 2016, 18-19.

<sup>74</sup> Emelyn Nájera, "Preserving Los Angeles's Googie: An Analysis of a Commercial Style, Change, and Preservation" (master's thesis, University of Pennsylvania, 2020), 19.

<sup>75</sup> City of Los Angeles, "SurveyLA Los Angeles Citywide Historic Context Statement: LA Modernism, 1919-1980," 174.

- Prominent, exaggerated rooflines taking on a variety of shapes, such as:
  - Hyperbolic paraboloids, zig-zag folded plates, butterfly roofs, etc.
- Roofs that generally project and float over walls of plate glass
- Combined use of a variety of materials (stucco, wood, lava rock, flagstone/flagcrete, terrazzo, ceramic stile), both synthetic and natural
- Large expansive plate glass windows
- Entry canopies, often cantilevered or suspended
- Exaggerated signs, either on pylons or attached to the roofline
- Extensive landscaping, with integrated planters and exterior lighting
- Use of exaggerated design elements such as boomerang shapes and starbursts<sup>76</sup>

### 3.4 Jacob Tracht, AIA

Jacob Tracht was born in Pittsburgh, Pennsylvania in 1917, the first-born son of Russian-Jewish immigrants who had arrived in the United States seven years prior.<sup>77</sup> Tracht excelled academically, winning a county-wide achievement award as a high school senior, and a four-year honors scholarship to study architecture at the Carnegie Institute of Technology (now Carnegie Mellon University).<sup>78</sup> While still in university, Tracht won a prize for his low-cost housing design in the nationwide Productive Home Architecture Competition, impressing a jury that included Richard Neutra.<sup>79</sup> After graduation, Tracht worked at H.H. Robertson Industrial Building Products in Pittsburgh until he enlisted in the U.S. Army in 1943.<sup>80</sup> Stationed at Fort MacArthur at the end of his service, Tracht met Marcia Starr, a Los Angeles resident, whom he married in 1946.<sup>81</sup> By the following year, the Trachts were living in Inglewood in a newly constructed multi-family residence, possibly of Jacob's own design.<sup>82</sup> He became a member of the American Institute of Architects in 1953.<sup>83</sup>

Tracht's first major Los Angeles commissions were designed in the novel California Googie coffee shop style. The subject building and the White Front Patio Café on 7627 S. Central Avenue in South LA (now demolished), both built in 1957, featured glass and natural stone walls, jauntily

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<sup>76</sup> Ibid, 175-176.

<sup>77</sup> "Abraham Trachtingerts," Pennsylvania, *Federal Naturalization Records, 1795-1931*, accessed August 2020, <https://www.ancestry.com/>.

<sup>78</sup> "County's 36 Brightest Students See Nation Forging Ahead," *Pittsburgh Press*, Jan. 20, 1935; "Awarded Scholarship," *Pittsburgh Press*, Apr. 6, 1936.

<sup>79</sup> "City Architects Share in Contest," *Pittsburgh Press*, Mar. 10, 1939; Heyden Estey, "The New Agrarianism," *Shelter* 3, no. 8 (April 1939): 27-29, accessed August 2020, <https://archive.org/>.

<sup>80</sup> "Jacob Tracht," Pennsylvania, *World War II Veteran Compensation Application Files, 1950-1966* and *World War II Draft Cards, Young Men, 1940-1947*, accessed August 2020, <https://www.ancestry.com/>.

<sup>81</sup> "Corp. Jacob Tracht..." *Pittsburgh Press*, July 18, 1946.

<sup>82</sup> "Jacob Tracht," *U.S. City Directories, 1822-1995*, accessed August 2020, <https://www.ancestry.com/>.

<sup>83</sup> "Jacob Tracht," *AIA Historical Directory of Architects*, accessed August 2020, <https://aiahistoricaldirectory.atlassian.net/>.

expressive roofs and stylized graphics.<sup>84</sup> In the late 1950s and early '60s, Tracht transitioned to the work for which he is now best known, designing residences for luxury modernist developments in Beverly Hills, including the Trousdale Estates, Brentwood Estates, and Doheny Park.<sup>85</sup> Tracht's most notable residential projects, including Starview (1959, heavily altered) in the Brentwood Estates and the Grigsby-Brown Residence (1961) in the Trousdale Estates shared formal qualities with the earlier coffee shop projects, including rock walls and prominent roof overhangs, and a sensuous relationship to California vernacular architecture.<sup>86</sup> Tracht continued to work into the 1960s and '70s, with modernist commercial projects such as the Metropolitan Office building on West 3rd Street (extant) and a showroom for Martin's of London on Melrose Place (extant). His highest profile role was as director of architectural services for the construction of Cedars-Sinai Medical Center from 1968 to 1976.<sup>87</sup> It is unknown when Tracht retired, and he appears to still be living as of October 2021.<sup>88</sup>

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<sup>84</sup> Alan Hess, "Historical-Cultural Monument Nomination Form – Norm's La Cienega Coffee Shop;" LADBS Permit nos. 1957LA65830 and 1957LA87769; M.P. Campbell, "White Front by Jacob Tracht, A.I.A. Architects," n.d., accessed August 2020, <https://www.flickr.com/photos/experiencela/4072384511>.

<sup>85</sup> "Dream House Tours to Help Spastic Children," *Los Angeles Times*, Jan. 21, 1959, "Panorama Views," *Los Angeles Times*, July 3, 1960.

<sup>86</sup> Steven M. Price, "Grigsby-Brown Residence" in *Trousdale Estates: Midcentury to Modern in Beverly Hills* (Los Angeles: Regan Arts, 2017).

<sup>87</sup> "In Operation," *Los Angeles Times*, Sept. 3, 1961; [No title], *Los Angeles Times*, Jan. 14, 1968; "Ground Broken for Important Firm," *Los Angeles Times*, Apr. 21, 1974.

<sup>88</sup> "Tracht, Joseph H.," *Pittsburgh Post-Gazette*, May 9, 2011; "Jacob Tracht," *AIA Historical Directory of Architects*.



## 4. Regulatory Framework

### 4.1 Definition of Historical Resources

Pursuant to Section 15064.5 of the California Code of Regulations (CCR), Title 14, Chapter 3, the following are considered historical resources for the purposes of CEQA:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (California Register).
2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the California Public Resources Code (PRC), or identified as significant in an historical resource survey meeting the requirements in Section 5024.1(g) of the PRC, shall be presumed to be historically or culturally significant.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing in the California Register (PRC SS5024.1; Title 14 CCR, Section 4852).

### 4.2 Federal, State, and Local Evaluation Criteria

#### National Register of Historic Places

The National Register is the nation's master inventory of known historic resources. Created under the auspices of the National Historic Preservation Act of 1966, the National Register is administered by the National Park Service (NPS) and includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archeological, or cultural significance at the national, state, or local level. As described in National Register Bulletin 15: *How to Apply the National Register Criteria for Evaluation*, in order to be eligible for the National Register, a resource must both (1) be significant and (2) retain sufficient integrity to convey its significance.

Significance is assessed by evaluating a resource against established criteria for eligibility. A resource is considered significant if it satisfies any one of the following four National Register criteria:<sup>89</sup>

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<sup>89</sup> Some resources may meet multiple criteria, though only one needs to be satisfied for National Register eligibility.



- A. Associated with events that have made a significant contribution to the broad patterns of our history;
- B. Associated with the lives of significant persons in our past;
- C. Embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction;
- D. Has yielded, or may be likely to yield, information important in prehistory or history.

Once significance has been established, it must then be demonstrated that a resource retains enough of its physical and associative qualities – or integrity – to convey the reason(s) for its significance. Integrity is best described as a resource’s “authenticity” as expressed through its physical features and extant characteristics. Whether a resource retains sufficient integrity for listing is determined by evaluating it against the seven aspects of integrity defined by the NPS:

- Location (the place where the historic property was constructed or the place where the historic event occurred);
- Setting (the physical environment of a historic property);
- Design (the combination of elements that create the form, plan, space, structure, and style of a property);
- Materials (the physical elements that were combined or deposited during a particular period of time and in a particular manner or configuration to form a historic property);
- Workmanship (the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory);
- Feeling (a property’s expression of the aesthetic or historic sense of a particular period of time); and
- Association (the direct link between an important historic event/person and a historic property).

Integrity is evaluated by weighing all seven of these aspects together and is ultimately a “yes or no” determination – that is, a resource either retains sufficient integrity or it does not.<sup>90</sup> Some aspects of integrity may be weighed more heavily than others depending on the type of resource being evaluated and the reason(s) for its significance. Since integrity depends on a resource’s placement within a historic context, integrity can be assessed only after it has been established that the resource is significant, and under which criteria.

Generally, a resource must be at least 50 years of age to be eligible for listing in the National Register. Exceptions are made if it can be demonstrated that a resource less than 50 years old is

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<sup>90</sup> Derived from National Register Bulletin 15, Section VIII: “How to Evaluate the Integrity of a Property.”

(1) of exceptional importance or (2) is an integral component of a historic district that is eligible for the National Register.

## California Register of Historical Resources

The California Register is the authoritative guide to the State's significant historical and archeological resources. In 1992, the California legislature established the California Register "to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change."<sup>91</sup> The California Register program encourages public recognition and protection of resources of architectural, historical, archeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for historic preservation grant funding; and affords certain protections under CEQA. All resources listed in or formally determined eligible for the National Register are automatically listed in the California Register. In addition, properties designated under municipal or county ordinances, or through local historic resources surveys, are eligible for listing in the California Register.

The structure of the California Register program is similar to that of the National Register, but places its emphasis on resources that have contributed specifically to the development of California. To be eligible for the California Register, a resource must first be deemed significant at the local, state, or national level under one of the following four criteria, which are modeled after the National Register criteria listed above:

1. It is associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
2. It is associated with the lives of persons important to local, California, or national history;
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values;
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, state, or the nation.<sup>92</sup>

Like the National Register, the California Register also requires that resources retain sufficient integrity to be eligible for listing. A resource's integrity is assessed using the same seven aspects of integrity used for the National Register. However, since integrity thresholds associated with the California Register are generally less rigid than those associated with the National Register, it is possible that a resource may lack the integrity required for the National Register but still be eligible for listing in the California Register.

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<sup>91</sup> California Public Resource (CPR) Code, Section 5024.1 (a).

<sup>92</sup> California Public Resources Code SS5024.1, Title 14 CCR, Section 4852.

There is no prescribed age limit for listing in the California Register, although California Register guidelines state that “sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource.”<sup>93</sup>

Resources are automatically listed in the California Register if they are listed in or have been officially determined eligible for the National Register. State Historic Landmarks #770 and forward are also automatically listed in the California Register.<sup>94</sup>

### **City of Los Angeles, Cultural Heritage Ordinance**

The local designation programs for the City of Los Angeles include Historic-Cultural Monument (HCM) designation for individual resources and the adoption of Historic Preservation Overlay Zones (HPOZs) for concentrations of buildings, commonly known as historic districts. The City of Los Angeles Cultural Heritage Ordinance (Chapter 9, Section 22.171 *et seq.* of the Los Angeles Administrative Code) defines an HCM as any site (including significant trees or other plant life located thereon), building, or structure of particular historic or cultural significance to the City, meaning that it meets one or more of the following criteria:

1. Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community;
2. Is associated with the lives of historic personages important to national, state, or local history;
3. Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.

The City of Los Angeles established its HPOZ ordinance in 1979. The ordinance was revised in 1997, 2000, 2004, and 2018. According to Section 12.20.3.B.17 of the Los Angeles Municipal Code (LAMC), a *Preservation Zone* is “any area of the City of Los Angeles containing buildings, structures, landscaping, natural features or lots having historic, architectural, cultural or aesthetic significance.”

Local historic preservation ordinances often include standards for determining whether a resource retains sufficient integrity to merit local historic designation, and this language can vary widely from municipality to municipality. Some local ordinances do not mention integrity at all.

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<sup>93</sup> California Office of Historic Preservation, *Technical Assistance Series #6: California Register and National Register: A Comparison* (Sacramento, CA: California Department of Parks and Recreation, 2001), 3. According to the *Instructions for Recording Historical Resources* (Office of Historic Preservation, March 1995), “Any physical evidence of human activities over 45 years old may be recorded for purposes of inclusion in the OHP’s filing system. Documentation of resources less than 45 years old may also be filed if those resources have been formally evaluated, regardless of the outcome of the evaluation.” This 45-year threshold is intended to guide the recordation of potential historical resources for local planning purposes, and is not directly related to an age threshold for eligibility against California Register criteria.

<sup>94</sup> California Department of Parks and Recreation, Office of Historic Preservation, *Technical Assistance Series #5: California Register of Historical Resources, The Listing Process* (Sacramento, CA: California Department of Parks and Recreation, n.d.), 1.

The Los Angeles Cultural Heritage Ordinance does not include language about integrity. When evaluating historical resources in municipalities where the historic preservation ordinance does not provide guidance for assessing integrity, in accordance with best professional practices it is customary to use the National Register seven aspects of integrity to assess whether or not a resource retains sufficient integrity to convey its significance at the local level. For local eligibility in the City of Los Angeles, ARG's experience utilizing Historic-Cultural Monument criteria reflects that the City considers integrity in determining whether a historical resource qualifies as an HCM, but practices greater flexibility when evaluating integrity for local designation than is the case for determining state or federal eligibility.

As with the National and California Registers, in assessing integrity at the local level, some aspects may be weighed more heavily than others depending on the type of resource being evaluated and the reason(s) for its significance. For example, if a property is significant as an excellent example of an architectural style, integrity of design, workmanship, and materials may weigh more heavily than integrity of setting. In contrast, if a property is significant for its association with an important event or person, integrity of setting, feeling, and association may weigh more heavily than integrity of design.

## 5. Evaluation of Historical Significance

### 5.1 Previous Evaluations and Studies

The two age-eligible buildings on the Project Site—Dinah’s Family Restaurant (6521 S. Sepulveda Blvd.) and the industrial/mixed-use building (6511-6519 S. Sepulveda Blvd./6508-6520 S. Arizona Ave.)—are not designated as historical resources under any local, state, or federal registration program. In addition, they are not listed in the California Built Environment Resource Directory (BERD).

Both buildings were identified as potential historic resources in 2013 during the SurveyLA survey of the Westchester-Playa del Rey CPA. The survey found the Dinah’s restaurant building was potentially eligible under local Criterion 1 for its association with Dinah’s, an iconic long-time restaurant which has been in continuous operation at this location since 1959. It was also determined eligible for listing in the National Register, California Register, and as a Los Angeles HCM under Criteria C/3/3 as an excellent example of Googie architecture. The restaurant’s three freestanding signs were also identified as contributing to the significance of the building.<sup>95</sup>

The industrial/mixed-use building (6511-6519 S. Sepulveda Blvd./6508-6520 S. Arizona Ave.) was recorded through the 2013 SurveyLA survey as a potential contributor to the Arizona Circle Industrial Historic District, the boundaries of which are largely confined to the west of the Project Site. Developed between 1959 and 1973, the district encompasses a single 17-acre tract historically known as the Westchester Industrial Tract (see Map 4 and Appendix C). The Westchester Industrial Tract was established by developer Robert G. Harris, whose company owned the land and buildings within the tract and leased them to industrial manufacturers such as Hughes Tool Co., Consolidated Controls Corp., Beta Engineering, and Genistron Corp. The majority of original tenants produced parts and materials for the aviation and aerospace industries, from radio frequency interference equipment to aircraft tools and instruments. According to SurveyLA, the district is significant for the following reasons:

The Arizona Circle Industrial Historic District is significant as an excellent example of a mid-century industrial tract in Westchester. Located in proximity to the Hughes manufacturing facilities and airport (now Playa Vista), the tract illustrates the rapid growth of the aviation, aerospace, and general manufacturing industries in this part of Los Angeles from the 1950s to the 1970s. It is significant for its strong association with these industries, which played a key role in the economic and physical development of Los Angeles at mid-century.<sup>96</sup>

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<sup>95</sup> SurveyLA findings can be viewed at [www.historicplacesla.org](http://www.historicplacesla.org). The SurveyLA *Historic Resources Survey Report* for the Westchester-Playa del Rey Community Plan Area can be found at <https://planning.lacity.org/preservation-design/survey-la-results-westchester-playa-del-rey>.

<sup>96</sup> “Arizona Circle Industrial Historic District,” *Historic Places LA*, accessed October 2021, <http://historicplacesla.org/reports/3246eeb6-3f72-4efa-b6ee-d703d6b10628>.

The historic district was determined eligible for listing in the National Register, California Register, and as a Los Angeles HPOZ under Criteria A/1/1 (see Map 4 and Appendix D).



**Map 4.** Image illustrating the boundaries of the SurveyLA-identified Arizona Circle Industrial Historic District (outlined in red) and the original Westchester Industrial Tract boundaries (shaded in green). The industrial/mixed-use building (6511-6519 S. Sepulveda Blvd./6508-6520 S. Arizona Ave.) is located on the triangular parcel on the opposite (right, or east) side of Arizona Avenue, outside the tract boundaries.

The commercial strip mall (6501-6505 S. Sepulveda Blvd./6502-6506 S. Arizona Ave.), located at the north end of the Project Site, has not been designated or identified as eligible for listing under any federal, state, or local registration criteria. The building was not identified during the 2013 SurveyLA survey of the Westchester-Playa del Rey CPA, and it is not listed in the BERD.

## South Central Coastal Information Center Records Search

The South Central Coastal Information Center (SCCIC) conducted a records search for the Project Site and a half-mile radius around the Site. The records search was completed in October 2020. ARG requested spreadsheets and maps for all known historic and prehistoric resources and previous studies on and within a half-mile radius of the Site.

The search did not identify any known prehistoric or historic resources on the Project Site.<sup>97</sup> Three prehistoric resources, five historic resources, and one site containing prehistoric and historic resources were identified within a half-mile radius of the Site. Four of the historic resources comprise the Hughes Industrial Historic District, which was determined eligible for listing in the National Register through Section 106 (assigned California Historical Resource Status Code 2S2). The district and its buildings are located at the west edge of the records search radius, more than a quarter of a mile from the Site. A fifth historic resource, assigned the Historic Resource Attribute Code AH5 (well/cistern), was identified in a 2019 survey and is located approximately a quarter of a mile northwest of the Project Site. It is unknown whether the well/cistern was assigned a Historical Resource Status Code, as the survey findings were unpublished. Information regarding the three prehistoric resources and one site with prehistoric and historic resources within the search radius cannot be disclosed due to the sensitive nature of the resources. However, none appear to be within a quarter of a mile of the Project Site.

In addition to the records search conducted by the SCCIC, ARG conducted a search of the BERD for historic resources on and within a half-mile radius of the Project Site. The resources comprising the Hughes Industrial Historic District were the only resources listed in the BERD that are within a half-mile of the Site.

## 5.2 Evaluation of Significance

### Dinah's Family Restaurant (6521 S. Sepulveda Blvd.)

Dinah's Family Restaurant is individually eligible for listing in the California Register and as a Los Angeles HCM. Due to alterations, the building does not retain sufficient integrity to be eligible for listing in the National Register. . The restaurant building does not appear to be a contributor to a potential HPOZ.

The Dinah's Family Restaurant building's period of significance under California Register Criterion 3 has been defined as 1957, the date of its construction.

Following is an evaluation of the restaurant building against federal, state, and local eligibility criteria.

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<sup>97</sup> SurveyLA findings have not been submitted for inclusion in the California Built Environment Resource Directory and thus did not show up in the SCCIC records search.

## National and California Register

*National and California Register Criteria A/1: associated with events that have made a significant contribution to the broad patterns of history.*

Dinah's Family Restaurant is associated with the post-World War II commercial construction boom experienced in Westchester, Los Angeles, and throughout Southern California. Established in the 1940s as a residential community to house wartime workers, Westchester's residential population increased considerably in the years following the war. With the expansion of the area's residential neighborhoods in the 1950s and '60s came the rise of new retail along major thoroughfares such as Centinela Avenue and Sepulveda and Jefferson boulevards, as well as the expansion of the community's original commercial district to the east of Sepulveda Boulevard and south of Manchester Avenue (the Westchester Triangle). Though associated with the postwar commercial growth of Westchester, Dinah's is one of several intact commercial buildings in the area that are extant from this time period; it is not unique in its ability to convey this association.

The building is also associated with Dinah's, a long-time commercial establishment and neighborhood icon in the Westchester community. Known for its quality comfort food and warm atmosphere, Dinah's has served as the meeting place for many local clubs and organizations as well as the backdrop for several Hollywood films and television shows. However, because the building's importance stems from its close ties to the immediate surrounding community, the property does not appear to meet significance thresholds for National or California Register eligibility.

For these reasons, the building is not eligible under Criteria A/1 of the National and California Registers.

*National California Register Criteria B/2: associated with the lives of persons significant in our past.*

The restaurant building was originally owned by Howard M. Fox and Harry Quinn. By the mid-1960s, ownership appears to have changed hands to Roy Roberts and Fred Humphreys, who owned other Los Angeles area restaurants such as Viva Mexican in Burbank. By the 1990s, ownership had changed back to Harry Quinn and relatives of Howard Fox, Lorin and Mitchell Flyer. More recently, the owners were Teri and Mario Ernst, who may also be related to the original owners. The Ernsts have owned other restaurant establishments including Ricardo's El Ranchito in La Habra. Research did not indicate that any of the individuals associated with the building were significant to the history of the city, state, or region in a way that is directly associated with the restaurant. Therefore, the building is not eligible under Criteria B/2 of the National and California Registers.



*National and California Register Criteria C/3: embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction.*

The restaurant building is a good example of the Googie style applied to a restaurant/coffee shop. It retains the distinctive features of the style, including its low-pitched gable roof with upswept prow, its expressive circular dining room volume with wide cantilevered eaves, extensive glazing, vertical fins that jut out between windows along the Sepulveda-facing side, and combined stucco and stone accent cladding. For these reasons, the restaurant is eligible for listing under California Register Criterion 3. However, as discussed in greater detail in *Section 5.3: Evaluation of Integrity*, the property has endured a series of alterations that have diminished its integrity in such a way that it does not retain sufficient integrity for listing in the National Register.

The building was designed by architect Jacob Tracht. Tracht was active in Los Angeles and neighboring cities in the late 1950s through the '70s, primarily designing Mid-Century Modern style residential properties as well as a few commercial buildings. It is unknown when he retired, though he still appears to be living as of October 2021. Research did not indicate that Jacob Tracht rises to the level of a master architect, and thus the building does not appear to be significant as a work of Tracht.

*National and California Register Criteria D/4: has yielded or may likely yield information important in prehistory or history.*

An archeological assessment was not within the scope of this study. As such, the property has not been evaluated for eligibility under Criterion D or 4 of the National or California Registers.

#### Los Angeles Historic-Cultural Monument

For the reasons stated above in its evaluation under National/California Register eligibility criteria, the Dinah's Family Restaurant building is eligible as a Los Angeles HCM under local Criterion 3. The building is also eligible under local Criterion 1 for its contributions to the social history of the Westchester community.

*Local Criterion 1: Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community.*

As stated in its above evaluation under National/California Register Criteria A/1, the restaurant building is associated with postwar commercial development patterns in Westchester. However, as one of numerous intact commercial properties in Westchester from this period, the building does not singularly convey this association.

Dinah's is locally significant as a long-time restaurant/coffee shop with a strong connection to the community, which has been in continuous operation in this building since 1959. Since its founding at this location, Dinah's has served as the meeting hub for myriad neighborhood groups, including the Westchester Toastmasters Club, the Westchester YW Wives Club, and the Culver City Community Coordinating Council. It has been the site of numerous events and workshops

geared towards the local community, such as Medicare seminars, car rally pit stops, and club anniversary parties. More recently, it has served as the backdrop in television shows and movies. Therefore, the property is eligible under local Criterion 1 for its contributions to the social history of Westchester.

*Local Criterion 2: Is associated with the lives of historic personages important to national, state, or local history.*

For the reasons stated in its evaluation under National/California Register Criteria B/2, the restaurant building does not appear eligible for listing under local Criterion 2. Research did not indicate that any of the individuals associated with the building were significant to the history of the city, state, or region in a way that is directly associated with the building.

*Local Criterion 3: Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.*

As stated in its assessment under California Register Criterion 3, the building is eligible under local Criterion 3 as a good example of the Googie style as applied to a restaurant/coffee shop. The building retains all of the essential characteristics of the architectural mode.

#### Los Angeles Historic Preservation Overlay Zone

The surrounding neighborhood comprises primarily commercial and light industrial properties that range widely with regard to age and architectural style. No single development pattern or architectural style is represented. Therefore, Dinah's Family Restaurant is not a contributor to a potential Historic Preservation Overlay Zone (HPOZ).

#### **Industrial/Mixed-Use Building (6511-6519 S. Sepulveda Blvd./6508-6520 S. Arizona Ave.)**

The industrial/mixed-use building (6511-6519 S. Sepulveda Blvd./6508-6520 S. Arizona Ave.) is not individually eligible for listing in the National Register, California Register, or as a Los Angeles HCM. Additionally, it does not appear eligible as a contributor to a potential historic district/HPOZ, including the SurveyLA-identified Arizona Circle Industrial Historic District.

Following is an assessment of the building against federal, state, and local registration criteria.

#### National and California Register

*National and California Register Criteria A/1: associated with events that have made a significant contribution to the broad patterns of history.*

Constructed in 1967, the industrial/mixed-use building on the Project Site is generally associated with post-World War II development patterns in the Westchester community. As with much of Southern California, Westchester experienced a tremendous population boom and expansion in building construction after World War II, including the growth of industrial manufacturing districts, particularly those related to the aviation industry. During the 1950s and '60s, wartime industrial developments, such as those around LAX and previously established industrial districts

like Hughes Aircraft plant (within a half-mile of the Project Site), continued to expand, and new industrial districts, such as the Westchester Industrial Tract (identified as the Arizona Circle Industrial Historic District in SurveyLA, west of the Project Site) were developed. While constructed for light industrial use, as outlined in *Section 2.3: Chronology of Development and Use*, the building at 6511-6519 S. Sepulveda Blvd./6508-6520 S. Arizona Ave. has primarily been used for commercial purposes, holding myriad retail tenants (sportswear store, lampshade store, mattress showrooms, silver ingot store) since its completion, as well as restaurant-related tenants (catering kitchen, restaurant) and institutional occupants (church meeting spaces) more recently. The building's only apparent industrial use was as storage for a few different manufacturing companies, none of which appear to have been associated with the aviation or aerospace industries.

Thus, while generally associated with the postwar development boom in Westchester, the building is one of numerous commercial/industrial/institutional properties constructed in the area during this time period. Moreover, because the building has been utilized for commercial, and to a lesser extent, industrial purposes over the years, it does not have strong associations with any particular postwar development pattern. For these reasons, the building is not eligible under Criteria A/1 of the National and California Registers.

*National California Register Criteria B/2: associated with the lives of persons significant in our past.*

Though an original (1967) construction permit was not found for the building, a 1970 permit indicates an early owner of the building was Harry J. Quinn, who also owned the adjacent Dinah's Family Restaurant. More recently, the building was owned by Lorin Flyer, a relative of Howard Fox, who was the original co-owner of Dinah's with Harry Quinn. The building has been occupied by many tenants over the years, including a sportswear store, the offices and warehouse of a craft paint manufacturer, a lampshade boutique, a silver ingot store, and mattress showrooms. Research did not indicate that any of the individuals associated with the building were significant to the history of the city, state, or region in a way that is directly associated with the building. Therefore, the building is not eligible under Criteria B/2 of the National and California Registers.

*National and California Register Criteria C/3: embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction.*

The industrial/mixed-use building was designed in a utilitarian, vernacular aesthetic. One story in height and made of common building materials, such as brick and concrete with aluminum fenestration, the unadorned building does not embody the distinctive characteristics of a type, period, or method of construction, nor does it possess high artistic values. The original builder and architect are unknown; however, given its modest appearance, it does not appear to represent the work of a master. For these reasons, the building is not eligible under Criteria C/3 of the National and California Registers.

*National and California Register Criteria D/4: has yielded or may likely yield information important in prehistory or history.*

An archeological assessment was not within the scope of this study. As such, the property has not been evaluated for eligibility under Criterion D or 4 of the National or California Registers.

#### Los Angeles Historic-Cultural Monument

For the reasons stated above in its evaluation under National/California Register eligibility criteria, the industrial/mixed-use building at 6511-6519 S. Sepulveda Blvd./6508-6520 S. Arizona Ave. is not eligible for listing under any Los Angeles HCM criteria.

*Local Criterion 1: Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community.*

As stated in its above evaluation under National/California Register Criteria A/1, the industrial/mixed-use building is generally associated with postwar development patterns in Westchester. However, as one of numerous intact properties in the community from this period, the building does not singularly convey this association. Furthermore, while constructed for industrial use, the building has primarily been used for commercial as well as warehouse/storage and institutional purposes, and thus does not bear strong associations with any particular development pattern in Westchester. Thus, the building is not eligible for listing under local Criterion 1.

*Local Criterion 2: Is associated with the lives of historic personages important to national, state, or local history.*

For the reasons stated in its evaluation under National/California Register Criteria B/2, the industrial/mixed-use building is not eligible for listing under local Criterion 2. Research did not indicate that any of the owners or tenants associated with the building were significant to the history of the city, state, or region in a way that is directly associated with the building.

*Local Criterion 3: Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.*

As stated in its assessment under National/California Register Criteria C/3, 6511-6519 S. Sepulveda Blvd./6508-6520 S. Arizona Ave. is a modest, utilitarian building that does not embody the distinctive characteristics of a style, type, period or method of construction. While the original architect/builder is unknown, given its modest design, it does not appear to represent the work of a master. Thus, the building is not eligible for listing under local Criterion 3.

#### Historic District/Los Angeles Historic Preservation Overlay Zone (HPOZ)

The industrial/mixed-use building at 6511-6519 S. Sepulveda Blvd./6508-6520 S. Arizona Ave. was identified through SurveyLA as a contributor to the potential Arizona Circle Industrial Historic District (locally referred to as a Historic Preservation Overlay Zone, or HPOZ). Developed between 1959 and 1973, the district encompasses a single 17-acre tract historically known as the Westchester Industrial Tract. Established by developer Robert G. Harris, the majority of original tenants of the tract produced parts and materials for the aviation and aerospace industries

Although the building is directly adjacent to the Westchester Industrial Tract, it does not have any historic associations with the subdivision or the stated reasons for the tract's significance. The building bears some visual cohesion to the other buildings in the district, including its one-story height, brick cladding, and utilitarian appearance. However, unlike the other contributing buildings within the district, the building at 6511-6519 S. Sepulveda Blvd./6508-6520 S. Arizona Ave. is located outside of the Westchester Industrial Tract, on the opposite side of Arizona Avenue, and surrounded by commercial properties. It was never advertised as being associated with the industrial subdivision, and may have been originally owned by Harry J. Quinn, who also owned Dinah's Family Restaurant. Thus, it is unlikely the building was originally owned or developed by Robert G. Harris, who owned and constructed the other buildings within the district. Furthermore, the building does not appear to have any historic associations with the aircraft or aerospace industry, and it appears to always have been used for commercial and office/storage functions, rather than manufacturing. It does not appear that any of the tenants were long-term occupants of the building, nor do they appear to have made significant contributions to the commercial and industrial development of Westchester. Current occupants include a restaurant, church, and martial arts center.

For the above stated reasons, 6511-6519 S. Sepulveda Blvd./6508-6520 S. Arizona Ave. does not appear eligible as a contributor to the potential Arizona Circle Industrial Historic District. It was never historically associated with the Westchester Industrial Tract; it is a geographical outlier to the potential historic district, located across the street from the rest of the tract. Unlike buildings within the historic district, original tenants of 6511-6519 S. Sepulveda Blvd./6508-6520 S. Arizona Ave. did not include manufacturers tied to the aircraft or aerospace industry. It was likely included in the SurveyLA-identified historic district because of its adjacency and similar appearance to the buildings within the Westchester Industrial Tract; however, extensive supplemental research conducted as part of this study provides evidence that it does not bear any historic association with the tract.

In summary, because the industrial/mixed-use building (6511-6519 S. Sepulveda Blvd./6508-6520 S. Arizona Ave.) is not eligible for federal, state, or local listing, either individually or as a contributor to a historic district/HPOZ, the building does not meet the definition of a historical resource under CEQA.

## 5.3 Evaluation of Integrity

### Dinah's Family Restaurant (6521 S. Sepulveda Blvd.)

In order for a property to be eligible for listing in the National and California Registers, it must retain sufficient integrity to convey its historic significance. As previously discussed in its evaluation of significance, the Dinah's Family Restaurant building does not retain sufficient integrity to be eligible for listing in the National Register under any criteria. Per the discussion in *Section 4.2: Federal, State, and Local Evaluation Criteria*, integrity thresholds associated with the California Register are generally lower than those associated with the National Register, and it is possible that a resource may lack the integrity necessary for listing in the National Register but still be eligible for listing in the California Register. Similarly, the City of Los Angeles Cultural Heritage Ordinance does not include language regarding integrity, but in practice, the City

considers integrity in determining whether a historic resource qualifies as an HCM and has shown greater flexibility when evaluating integrity for local designation as an HCM than is the case for determining state or federal eligibility. Set forth below is an evaluation of the Dinah's Family Restaurant building under the seven aspects of integrity established as part of the National Register process.

***Location** is the place where the historic property was constructed or the place where the historic event occurred.*

The restaurant building remains on its original site on the west side of Sepulveda Boulevard, near the intersection with Centinela Avenue, and therefore retains this aspect of integrity.

***Design** is the combination of elements that create the form, plan, space, structure, and style of a property.*

The building has undergone some alterations to its original design, such as the remodeling of the primary entrance to include a floor-to-ceiling mirrored glass entrance volume, the construction of small side and rear additions to accommodate a take-out space and walk-in refrigerator, respectively, and replacement of most interior features and finishes. However, many of the building's exterior character-defining features, including its horizontal emphasis; low-pitched gable roof with slightly upswept prow at the east end; northeast circular volume with a flat roof and wide eaves; extensive fixed glazing; vertical fins that jut out from the Sepulveda-facing façade; and combined stucco and stone accent cladding are still intact. Additionally, the overall floor plan of the interior, with a central open dining room bounded by a circular dining area to the northeast and an exhibition kitchen to the west, are still present. Because its overall form, massing, and style are intact, the building retains its integrity of design.

***Setting** is the physical environment of an historic property, constituting topographic features, vegetation, manmade features, and relationships between buildings or open space.*

The building's setting has changed since its original construction. A low-scale, 1950s-70s industrial complex and single-family residential suburbs still surround the property to the south and west. However, the land to the east of Sepulveda Boulevard, opposite the restaurant building, was left open and undeveloped until the 1980s and '90s when a large high-rise mixed-use development known as the Howard Hughes Center was constructed. Additionally, the area immediately to the north of the property was altered with the construction of a one-story commercial strip mall in 1983. Immediately south of the restaurant, a four-story hotel building replaced a smaller commercial building in the 1990s/early 2000s. Due to the significant development immediately adjacent to and surrounding the property, the building no longer retains integrity of setting.

***Materials** are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form an historic property.*

The building has lost some original exterior materials such as all of its windows and doors and some signage. And, most interior features (light fixtures, counters, tables) and finishes (wall cladding, booth upholstery, restroom finishes) have either been replaced or covered over. Although the building retains some of its original materials (stucco and stone cladding, terrazzo

flooring), its integrity of materials has been somewhat diminished due to the alterations listed above.

***Workmanship** is the physical evidence of the crafts of a particular culture, people, or artisan during any given period in history or pre-history.*

Alterations to the building, including the remodeling of the main entrance and the removal of interior features/finishes, have somewhat compromised the physical evidence of its original craftsmanship. However, because the overall design of the building is intact and the property retains some of its original materials (including stucco and stone accent cladding and terrazzo flooring), the building retains its overall integrity of workmanship from its historical period.

***Feeling** is a property's expression of the aesthetic or historical sense of a particular period of time.*

The building's location along a major thoroughfare and design are still intact, and it still retains some of its historic materials and the majority of its features that help to convey its original workmanship. It continues to express the feeling of a 1950s auto-oriented commercial building, and is readily recognizable as a postwar Googie style coffee shop. Thus, it retains this aspect of integrity.

***Association** is the direct link between an important historic event or person and a historic property.*

The building has long been a prominent fixture of the neighborhood, and its Googie design, workmanship, and feeling as a postwar auto-oriented coffee shop are still intact. Furthermore, as the building has been in continuous operation as Dinah's since 1959, it retains its association with the long-time coffee shop.

For these reasons, and based on the greater flexibility for assessing the integrity of a historical resource for local and state designation as compared to potential listing in the National Register, the building retains sufficient integrity to qualify for listing in the California Register and as a Los Angeles HCM.

### **Industrial/Mixed-Use Building (6511-6519 S. Sepulveda Blvd./6508-6520 S. Arizona Ave.)**

For a property to be eligible for listing in the National and California Registers, or as a Los Angeles HCM, it must first meet one or more eligibility criteria and also retain sufficient integrity to convey its historic significance. As stated in *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, "only after significance is fully established can you proceed to the issue of integrity."<sup>98</sup> In accordance with best professional practices, it is customary to apply this same methodology when evaluating resources under state and local eligibility criteria. Because the industrial/mixed-use building (6511-6519 S. Sepulveda Blvd./6508-6520 S.

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<sup>98</sup> National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, (Washington, D.C.: United States Department of the Interior, 1990, revised 1991, 1995, 1997), 45.

Arizona Ave.) is not eligible under any federal, state, or local registration criteria, the building's integrity has not been evaluated.

## 5.4 Character-Defining Features

Following is a list of the Dinah's Family Restaurant building's character-defining features.

### Site

- Prominent street frontage along Sepulveda Boulevard, near the intersection with Centinela Avenue
- Pylon sign (added in 1971) with backlit rectangular sign box topped with a lantern and metal scrolls, near the northeast corner of the building along Sepulveda Boulevard
- Bucket pole sign near the northwest end of the building (added in 1959; bucket replaced in 2013)
- Pole sign with individual dynamic backlit letters spelling out "Dinah's" at the corner of Arizona and Centinela avenues (moved to this location in 1983; original construction date unknown)

### Exterior

- Low, horizontal (one-story) profile
- Rectangular plan
- Low-pitched and flat roofs with slightly upswept prow at the (east) gable end
- Circular volume with a flat roof and wide, cantilevered eaves at the northeast corner of the building
- Stucco cladding with stone accent cladding
- Extensive use of fixed glazing with aluminum frames at the north and east façades
- Projecting stone-clad fins/wingwalls that divide the east façade into bays

### Interior

- Large central open dining area
- Circular dining room open to the main dining area at the northeast end
- Exhibition kitchen along the west side of the main dining area
- Dropped trapezoidal-shaped volumes terminating in circular disks at the ceiling
- Stone accent walls to the east of the entrance (behind the cashier's station) and separating booths along the east side of the main dining area
- Terrazzo flooring, visible in areas where not covered in vinyl tile or carpet

Because the industrial/mixed-use building is not eligible for federal, state, or local designation, no character-defining features were identified as part of this report.



## 6. Impacts Analysis

### 6.1 Summary of Historical Resource Findings

The Project Site comprises three legal parcels (APNs: 4110-001-007, 4110-001-006, 4110-001-024) developed with three buildings:

- Dinah's Family Restaurant building (6521 S. Sepulveda Blvd)
- Industrial/mixed-use building (6511-6519 S. Sepulveda Blvd./6508-6520 S. Arizona Ave.)
- Commercial strip mall (6501-6505 S. Sepulveda Blvd./6502-6506 S. Arizona Ave.)

The Site also contains paved surface parking lots, four freestanding pole/pylon signs, a billboard, and a small locksmith shop.

Upon documentary research, site analysis, the development of historical background, and an evaluation against federal, state, and local eligibility criteria, it is ARG's professional opinion that there is one building on the Project Site that meets the definition of a historical resource for the purposes of CEQA: Dinah's Family Restaurant (6521 S. Sepulveda Blvd.) appears eligible for listing in the California Register and as a local Historic-Cultural Monument. There is one adjacent potential historical resource: the Arizona Circle Industrial Historic District, located to the west of the Project Site.

### 6.2 Significance Threshold

According to California CEQA Guidelines, a project has the potential to impact a historical resource when the project involves a "substantial adverse change" in the resource's significance. Substantial adverse change is defined as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."<sup>99</sup>

The significance of an historical resource is materially impaired when a project:

- a) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, the California Register of Historical Resources; or
- b) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project by a preponderance of evidence that the resource is not historically or culturally significant; or

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<sup>99</sup> CEQA Guidelines, Section 15064.5.

- c) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for the purposes of CEQA.<sup>100</sup>

## 6.3 Project Description

The Project includes the demolition and clearing of a one-story, multi-tenant industrial/mixed-use building (6511-6519 S. Sepulveda Blvd./6508-6520 S. Arizona Ave.), a one-story, multi-tenant commercial strip mall (6501-6505 S. Sepulveda Blvd./6502-6506 S. Arizona Ave.), and all associated surface parking lots, and the construction of a new mixed-use development (see Appendix A for Project drawings).

The Project will retain the majority of the Dinah's Family Restaurant building (6521 S. Sepulveda Blvd.), including nearly all of its character-defining features and materials described in *Section 5.4* of this report. The building will continue to house a restaurant program and previous alterations, including non-historic awnings on the east façade, will be removed. New mechanical, electrical, and plumbing (MEP) systems will be installed in order to minimize the need for obtrusive rooftop equipment.

A small portion at the rear of the restaurant building (comprising the take-out department, which was added in 1959 and is not character-defining) will be removed to make way for the integration of the mixed-use development. New structural columns will also be installed in the west half of the building, which consists of back-of-house space, to support the section of the new mixed-use building that cantilevers over the back portion of the restaurant.

The restaurant's pylon sign nearest building, at the northeast corner along Sepulveda Boulevard ("A" on Map 3; added 1971), will be retained in place. Due to their locations on the Project site, the other two Dinah's signs cannot be retained in their current locations. The bucket sign near the northwest end of the restaurant building ("B" on Map 3; altered/replaced 2013) will be relocated and incorporated into the Project in a different location on site. The pole sign at the corner of Arizona and Centinela avenues ("C" on Map 3; altered/relocated 1983) will be removed and either stored or donated to a local sign museum. One other freestanding sign ("D" on Map 3), a billboard ("E" on Map 3), and a locksmith shop ("F" on Map 3), none of which are associated with the restaurant or have any historical significance, will be demolished.

The Project includes the construction of an eight-story, 362-unit multi-family residential building with approximately 3,700 square-feet of ground-floor restaurant space fronting Sepulveda Boulevard (in addition to the existing Dinah's restaurant). Forty-one (41) of the multi-family residential dwelling units are proposed to be restricted to Very Low Income households. The Project will be approximately 365,528 square-feet in size with a Floor Area Ratio of 3.85. The primary building entrance will be located along Sepulveda Boulevard, and ground-floor retail tenant spaces will have individual entrances from both the sidewalk and the interior parking garage. Residential amenities are provided in the form of a dog care center on the ground floor,

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<sup>100</sup> CEQA Guidelines, Section 15064.5

an open-air landscaped courtyard with swimming pool at the fourth floor, a fitness center at the fourth floor, recreation rooms at both the fourth and eighth floors, and a roof deck.

The Project will provide 520 automobile parking spaces (including seven replacement parking spaces for the restaurant building) in one subterranean level, one at-grade level, and two above-grade levels, in addition to 182 short and long term bicycle parking spaces. Vehicular ingress and egress to the garage will be provided by two existing two-way driveway cuts, one on Sepulveda Boulevard and one on Arizona Avenue. The northern driveway cut on Arizona Avenue is proposed to be closed.

## 6.4 Analysis of Project Impacts

### Historical Resources on the Project Site

As noted above, a project has the potential to impact a historical resource if the project would result in a “substantial adverse change” to the significance of a historical resource. Generally speaking, substantial adverse change is defined as demolition or material alteration in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, the California Register.

As discussed above, the Dinah’s Family Restaurant building was found to be eligible for the California Register and as a Los Angeles HCM and thus meets the definition of a historical resource for the purposes of CEQA. No other buildings or improvements on the Project Site are historical resources under CEQA.

The Project will not demolish the Dinah’s Family Restaurant building. Although the Project will result in some alterations to the historic building and site, the building will continue to retain all but one of its character-defining features, as follows:

- Prominent street frontage along Sepulveda Boulevard, near the intersection with Centinela Avenue
- Pylon sign with backlit rectangular sign box topped with a lantern and metal scrolls, near the northeast corner of the building along Sepulveda Boulevard
- Bucket pole sign near the northwest end of the building (although it will be relocated to another location on site)
- Low, horizontal (one-story) profile
- Rectangular plan
- Low-pitched and flat roofs with slightly upswept prow at the (east) gable end
- Circular volume with a flat roof and wide, cantilevered eaves at the northeast corner of the building
- Stucco cladding with stone accent cladding
- Extensive use of fixed glazing with aluminum frames at the north and east façades
- Projecting stone-clad fins/wingwalls that divide the east façade into bays
- Large central open dining area
- Circular dining room open to the main dining area at the northeast end

- Exhibition kitchen along the west side of the main dining area
- Dropped trapezoidal-shaped volumes terminating in circular disks at the ceiling
- Stone accent walls to the east of the entrance (behind the cashier's station) and separating booths along the east side of the main dining area
- Terrazzo flooring, visible in areas where not covered in vinyl tile or carpet

One of the building's character-defining features cannot be retained as part of the Project:

- Pole sign with individual dynamic backlit letters spelling out "Dinah's" at the corner of Arizona and Centinela avenues

This sign will be removed and either stored in a secure location or donated to a local sign museum.

The Project will retain the historical resource's prominent street frontage along Sepulveda Boulevard. Even though the new mixed-use development will be located directly next to the historical building, the siting of the development and recess of its driveway will ensure that the Dinah's building and its Sepulveda-fronting pylon sign will continue to have good visibility to pedestrian and auto traffic.

The Project will retain the majority of the building. While a small portion at the rear of the building will be demolished, its exterior character-defining features, enumerated above, will be preserved. The building will continue to house a restaurant program under the Project. Although the west interior space will be altered with the installation of columns to support the cantilevered section of the new construction, no distinctive characteristics exist in this portion of the building. The Project will retain all of the building's interior character-defining features, listed above.

Although two of the site's character-defining signs will be affected by the Project (one will be relocated and one will be removed), these signs are not essential to the building's ability to convey its significance. The sign that is most prominently associated with the Dinah's building itself, located directly in front of the building and facing Sepulveda Boulevard, will remain in place. This will maintain the Googie-era characteristic of a prominent sign integrated into or located directly adjacent to the building it is promoting. Although the bucket sign will be moved from its current location to another site within the development Project, it will remain on-site and will continue to convey its association with the Dinah's restaurant. The "Dinah's Fried Chicken" sign located at the corner of Sepulveda Boulevard and Centinela Avenue is not located near or even within view of the Dinah's restaurant building, and it was placed in this location in 1983. Its removal will not have an impact on the historical resource's ability to convey its significance, which is predominantly conveyed by the features of the building itself and its immediate site. Further description of the treatment of the two signs to be either relocated or removed is included under *Section 6.5: Project Design Features*, below.

Because the Project preserves all the physical characteristics of the restaurant that convey its historical significance and eligibility for listing in the California Register and as a Los Angeles HCM, the Project will not result in a substantial adverse change in the historical significance of the resource.

Following is an evaluation of the integrity of Dinah's Family Restaurant based on the planned condition of the building upon Project completion. As discussed in *Section 5.3*, the building currently retains sufficient integrity to convey its significance and eligibility for California Register and local listing. The purpose of this section is to examine whether, upon completion of the Project, the building would continue to retain sufficient integrity to be eligible for listing in the California Register and as a Los Angeles HCM, such that its significance would not be materially impaired.<sup>101</sup> The building's current integrity and anticipated integrity following Project completion are provided side by side for comparison.

<i><b>Location</b> is the place where the historic property was constructed or the place where the historic event occurred.</i>	
<b>Current</b>	<b>Anticipated</b>
The building retains integrity of location.	The restaurant building will remain on its original site on the west side of Sepulveda Boulevard, near the intersection with Centinela Avenue, and therefore it will retain integrity of location under the Project.
<i><b>Design</b> is the combination of elements that create the form, plan, space, structure, and style of a property.</i>	
<b>Current</b>	<b>Anticipated</b>
Although the building has undergone some alterations to its original design (remodeling of the primary entrance, construction of small side and rear additions, and replacement of most interior features/finishes), many of the building's exterior character-defining features, in addition to its overall form, massing, and style, are still intact. Thus, the building retains integrity of design.	<p>The Project will result in some changes to the restaurant building's design. A portion at the rear of the restaurant, comprising the take-out department, will be demolished under the Project, and the upper stories of the new mixed-use building will cantilever above the remaining west half of the restaurant. New structural columns will also be installed in the west half of the building (back-of-house space), which will result in modifications to the interior of the space and removal of interior features/finishes.</p> <p>However, the take-out space was added in 1959 and is not a character-defining feature of the building's design. Similarly, the west half of the building that will remain, but that will be partially obscured from street view and altered by the cantilevered portion of the new construction, contains utilitarian spaces that do not hold any distinctive characteristics of the restaurant.</p>

<sup>101</sup> Title 14 CCR, Section 15064.5.

	<p>Two of the three freestanding signs that currently exist on the site will be removed and either relocated on-site or off-site. The sign most visually associated with the design of Dinah's (located directly adjacent to and in front of the building) will remain in place. The other two signs are less visually prominent due to their locations on site. Their removal will not have an impact on the building's form, plan, space, structure or style.</p> <p>For these reasons, the restaurant will retain its integrity of design following Project completion.</p>
<p><b>Setting</b> is the physical environment of an historic property, constituting topographic features, vegetation, manmade features, and relationships between buildings or open space.</p>	
<b>Current</b>	<b>Anticipated</b>
<p>Due to changes in setting immediately surrounding the property, including the addition of buildings of significant height across the street in the 1980s/90s, the restaurant building no longer retains integrity of setting.</p>	<p>The Project will result in additional changes to the building's current setting. The Project includes construction of an eight-story, mixed-use building immediately adjacent to and cantilevering over the restaurant. However, the new construction will be set back from Sepulveda Boulevard by approximately 15' so that historical views of the restaurant's primary (east) façade will still be visible from the north and the south along Sepulveda, and its historic relationship with the boulevard will be retained. Furthermore, the restaurant is currently surrounded by much larger contemporary buildings along the east side of Sepulveda, as well as smaller non-historic development to the north and south.</p> <p>For these reasons, the construction of the new mixed-use building on the Site will not further materially diminish the building's integrity of setting.</p>
<p><b>Materials</b> are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form an historic property.</p>	
<b>Current</b>	<b>Anticipated</b>
<p>The building has lost original exterior materials such as all of its windows and doors and some signage. And, most interior features and finishes have either been replaced or</p>	<p>The Project will result in some modifications to the building's materials through the removal of the take-out space on the west end and the construction of structural</p>

covered over. Although the building retains some of its original materials (stucco and stone cladding, terrazzo flooring), its integrity of materials has been somewhat diminished due to the alterations listed above.	columns inside the west-end back-of-house space to support the cantilevered portion of the new building. However, as previously stated in its assessment of design integrity, none of the materials that will be removed under the Project are distinctive or character-defining of the building. Therefore, although some materials will be lost, the restaurant's distinctive materials will be retained, and the Project will not further materially diminish the building's integrity of materials.
<b>Workmanship</b> is the physical evidence of the crafts of a particular culture, people, or artisan during any given period in history or pre-history.	
<b>Current</b>	<b>Anticipated</b>
Alterations to the building, including the remodeling of the main entrance and the removal of interior features/finishes, have somewhat compromised the physical evidence of its original craftsmanship. However, because the overall design of the building is intact and the property retains some of its original materials (including stucco and stone accent cladding and terrazzo flooring), the building retains its overall integrity of workmanship.	The building's extant character-defining features and materials that represent the physical evidence of its original craftsmanship (stucco and stone cladding, terrazzo flooring) will be retained under the Project. Therefore, the building will retain its integrity of workmanship under the Project.
<b>Feeling</b> is a property's expression of the aesthetic or historical sense of a particular period of time.	
<b>Current</b>	<b>Anticipated</b>
The building's location along a major thoroughfare and design are still intact, and it still retains some of its historic materials and the majority of its features that help to convey its original workmanship. It continues to evoke the feeling of a 1950s auto-oriented commercial building, and is readily recognizable as a postwar Googie style coffee shop. Thus, its integrity of feeling is intact.	The Project will not further materially compromise the building's current integrity of setting, and its location, design, workmanship, and nearly all extant character-defining features and materials will be retained. Therefore, the restaurant will continue to evoke the aesthetic and historic sense of its period that it does currently, and its integrity of feeling will be retained under the Project.
<b>Association</b> is the direct link between an important historic event or person and a historic property.	
<b>Current</b>	<b>Anticipated</b>
The building has long been a prominent fixture of the neighborhood, and its Googie	Because the building will continue to be available for use as a restaurant, and nearly all

design, workmanship, and feeling are still intact. Furthermore, as the building has been in continuous operation as Dinah's since 1959, it retains its association with the long-time coffee shop.	of the building's character-defining features will be preserved, the building's integrity of association will be retained under the Project.
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Based on a review of all Project plans and other documents, ARG has determined that the Project will not significantly impact the restaurant building's integrity of location, design, workmanship, feeling, and association, and it will not further materially compromise the building's integrity of setting and materials, which have previously been diminished due to prior alterations. Therefore, it is ARG's professional opinion that the development of the Project will not materially impair Dinah's Family Restaurant because it will retain sufficient integrity to convey its historic significance and will remain eligible for listing in the California Register and designation as a Los Angeles HCM.

### Summary of Continued Eligibility

The Dinah's Family Restaurant building currently retains sufficient integrity to be eligible for listing in the California Register and as a Los Angeles HCM under Criteria 3/3 for embodying the distinctive characteristics of the Googie style. It is also eligible for designation as a Los Angeles HCM under Criterion 1 for its contributions to the social history of the Westchester community.

This Technical Report has analyzed the Project's potential impact on historical resources, which will involve (1) the demolition of two non-historic buildings, non-historic signs, non-historic locksmith shop, and parking lots on the Site, (2) the retention of Dinah's Family Restaurant for continued use as a restaurant, and (3) the construction of a new eight-story mixed-use building and parking structure. The restaurant building has been determined eligible under California Register/Los Angeles HCM Criteria 3/3 for its physical qualities related to its architectural design as well as under Los Angeles HCM Criterion 1 for its contributions to the social history of Westchester. An objective of the Project is to retain the majority of the restaurant building in a manner that will not materially impair the significance of the historical resource.

The Project satisfies this objective because the building will continue to be eligible for listing in the California Register and designation as a Los Angeles HCM. Although some original materials and features will be lost to accommodate the new development, its overall design and nearly all of its extant character-defining features described in *Section 5.4* will be retained.

### Historical Resources Adjacent to the Project Site

The Project will not have an impact on any historical resources adjacent to the Project Site. For the purposes of this study, "adjacent" is defined as located on any neighboring parcels either next to or across the street from the Project Site.

As described in *Section 5.1: Previous Evaluations and Studies*, ARG conducted a records search of the BERD and through the SCCIC, which included a review of all previously recorded cultural resources within a half-mile radius of the Project Site. While nine resources were identified within



a half-mile of the proposed development, no resources recorded in the BERD are located within a quarter-mile of the Site and none in its immediate vicinity.

Also described in *Section 5.1*, the Project Site is located adjacent to (west of) the SurveyLA-identified Arizona Circle Industrial Historic District. Sited across Arizona Avenue from the Site and extending to the west, the potential historic district is well contained within its original tract boundaries. The majority of buildings within the district front on Arizona Circle and Arizona Place, and do not have any significant viewsheds to or from the east that would be blocked by the Project.

Although the SurveyLA findings extended the boundary into the Project Site to include the multi-tenant industrial/mixed-use building (6511-6519 S. Sepulveda Blvd./6508-6520 S. Arizona Ave.), supplemental research conducted as part of this Technical Report confirmed that this building does not bear any direct association with the Westchester Industrial Tract that comprises the historic district. Furthermore, located on the opposite side of Arizona Avenue from the rest of the district's contributors, it is a visual outlier to the historic district (see Map 5).

Although the Project will be larger in scale and different in visual character than the SurveyLA-identified Arizona Circle Industrial Historic District, due to its location across Arizona Avenue and separate from the potential historic district, it will remain visually separate and distinct from the potential historic district, which is oriented away from the Project Site. The potential historic district will continue to convey all of its physical characteristics and overall district setting upon completion of the Project. For these reasons, the Project will not cause an indirect impact on the adjacent potential Arizona Circle Industrial Historic District.



**Map 5.** Image illustrating the boundaries of the SurveyLA-identified Arizona Circle Industrial Historic District (outlined in red) and the original Westchester Industrial Tract boundaries (shaded in green), in relationship to the Project Site (shaded in yellow).

## 6.5 Project Design Features

Although the Project will not have a significant and unavoidable impact on historical resources as described above, the following Project Design Features will ensure appropriate treatment of the building and its historic character throughout the Project.

### PD1. Oversight of Rehabilitation of Dinah's Building

The rehabilitation of Dinah's Family Restaurant, and the treatment of all of its materials, features, and immediate site, shall be overseen by a Historic Architect meeting the Secretary of the Interior's Professional Qualification Standards in Architecture and/or Historic Architecture.<sup>102</sup>

<sup>102</sup> National Park Service, Code of Federal Regulations, 36 CFR Part 61, <https://www.nps.gov/articles/sec-standards-prof-quals.htm>.

## **PD2. Treatment of Dinah's Restaurant Signs**

### PD2a. Bucket Sign

The Dinah's restaurant bucket sign, located near the rear of the Dinah's building, will be removed from its current location and relocated within the Project Site. The bucket portion of the sign will either be preserved and integrated somewhere in the Project's open space areas as an art piece, or the bucket sign or a portion thereof will be relocated in front of the Dinah's building at the southeast corner of the Project Site.

### PD2b. Pylon Sign at the Corner of Sepulveda Boulevard and Centinela Avenue

The Dinah's Fried Chicken sign, located at the corner of Sepulveda Boulevard and Centinela Avenue, will be removed from its current location and either stored at an appropriate and secure location or donated to a local sign museum.

## 7. Conclusion

In summary, the Project will not have a significant impact on the Dinah's Family Restaurant building, the only historical resource on the Project Site.

While the industrial/mixed-use building at 6501-6511 S. Sepulveda Blvd./6502-6506 S. Arizona Ave. was identified through SurveyLA as a contributor to the potential Arizona Circle Industrial Historic District, upon further research, ARG determined the building has no direct historical associations with the historic district and is thus not eligible as a contributor to the district. Additionally, the building is not eligible for individual listing under any federal, state, or local criteria. The commercial strip mall at 6505-6519 S. Sepulveda Blvd./6508-6520 S. Arizona Ave. was not identified through SurveyLA or any other previous historic resources surveys. It was constructed in 1983 and does not meet the age thresholds for historic eligibility. As neither the industrial/mixed-use building nor the commercial strip mall meet the definition of a historical resource per CEQA, their proposed demolition under the Project would not result in any impacts to historical resources.

The property at 6521 S. Sepulveda Blvd. (Dinah's Family Restaurant building) is eligible for the California Register and as a Los Angeles HCM, and therefore meets the definition of a historical resource for the purposes of CEQA.

The Project will not materially impair the significance of the Dinah's Family Restaurant building. It will therefore not cause a substantial adverse change to the historical resource's significance. The historical resource will retain nearly all of its character-defining features and will continue to retain sufficient integrity to convey its significance following the completion of the Project. Implementation of Project Design Features, enumerated herein, will ensure appropriate treatment of the historical resource throughout the duration of the Project. Therefore, it will remain eligible for listing under state and local designation criteria.

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## Appendix A. Sepulveda + Centinela Project Drawings







**carrierjohnson + culture**  
architecture + environments + brand strategy + graphics



LONG TERM BICYCLE PARKING	
1 PER 2,000 SF	2 SPACES
<hr/>	
TOTAL LONG TERM BICYCLE PARKING 6 SPACES REQUIRED	
15% BICYCLE REDUCTION	20 SPACES REQUIRED
- REQUIRED LONG TERM	10 SPACES REQUIRED
- REQUIRED SHORT TERM	10 SPACES REQUIRED
- PROVIDED LONG TERM	10 SPACES PROVIDED
- PROVIDED SHORT TERM	10 SPACES PROVIDED

SHORT TERM BICYCLE PARKING	
1 PER 2,000 SF	2 SPACES
TOTAL SHORT TERM BICYCLE PARKING	6 SPACES REQUIRED

LONG TERM BICYCLE PARKING	181 SPACES
SHORT TERM BICYCLE PARKING	33 SPACES

LONG TERM BICYCLE PARKING	181 SPACES
SHORT TERM BICYCLE PARKING	33 SPACES

<b>OPEN SPACE SUMMARY:</b>			
<b>REQUIRED OPEN SPACE CALCULATIONS</b>			
< 3 HABITABLE ROOMS	236 UNITS	100 SF/UNIT	23,600 SF
= 3 HABITABLE ROOMS	126 UNITS	125 SF/UNIT	15,750 SF
SUBTOTAL	362 UNITS		39,350 SF
26% OFF-MENU INCENTIVE REDUCTION			-10,231 SF
			29,119 SF REQ'D OPEN SPACE
		(25% = 7,280SF MAX. COVERED OPEN SPACE)	

COMMON OPEN SPACE PROVIDED (15 FT MIN. DIMENSION, 400 SF MIN. AREA)

LEVEL 4 COURTYARD	14,519 SF (OPEN TO SKY)
LEVEL 4 CLUBHOUSE & FITNESS AMENITIES	2,409 SF (RECREATION ROOM)
LEVEL 5 CLUBHOUSE & FITNESS AMENITIES	1,201 SF (RECREATION ROOM)
LEVEL 8 CLUBHOUSE	2,145 SF (RECREATION ROOM)
<u>LEVEL 8 ROOF DECK</u>	<u>1,084 SF (OPEN TO SKY)</u>
SUBTOTAL	21,358 SF COMMON OPEN SPACE
TOTAL RECREATION ROOM AREA 5,755 SF IS LESS THAN 25% OF THE TOTAL REQUIRED 20,119 SF OPEN SPACE.	

PRIVATE OPEN SPACE PROVIDED (6 FT MIN. DIMENSION, 50 SF MIN. AREA)

LEVEL 01	400 SF
LEVEL 04	1,300 SF
LEVEL 05	1,350 SF
LEVEL 06	1,700 SF
LEVEL 07	1,550 SF
LEVEL 08	1,600 SF

SUBTOTAL 7,900 SF PRIVATE OPEN SPACE  
OVERALL TOTAL OPEN SPACE PROVIDED: 29,258 SF  
AT LEAST 25% OF REQUIRED OPEN SPACE SHALL BE PLANTED WITH GROUND  
COVER SHRUBS OR TREES. AT LEAST ONE 24-INCH BOX TREE FOR EVERY FOUR  
DWELLINGS SHALL BE PROVIDED ON SITE AND MAY INCLUDE STREET TREES IN  
THE PARKWAY.  
1 TREE PER 4 UNITS @ 362 UNITS = 91 TREES

## PROJECT & SITE DATA

**SCOPE OF WORK:**  
NEW CONSTRUCTION OF A 8-STORY, 362 UNIT MIXED-USE BUILDING OVER 1 LEVEL BELOW GRADE PARKING UTILIZING THE CALIFORNIA STATE DENSITY BONUS ON-MENU AND OFF-MENU INCENTIVES.

PROPOSED PROJECT INCLUDES 126 STUDIOS, 110 ONE BEDROOMS, 126 TWO BEDROOMS, 10,783 SF RESTAURANT SPACE (INCLUDES 7,083 SF EXISTING HISTORIC RESOURCE TO REMAIN), COMMON AREAS, AND PARKING AREAS.

**PROJECT SITE:** 6501 S. SEPULVEDA BLVD., LOS ANGELES, CA 90048  
**ASSESSOR NOS:** 4110-001-006

**TRACT:** 4110-001-024  
**MAP REFERENCE:** RANCHO SAUSAL REDONDO  
**BLOCK:** PAT 1-507/508  
**LOTS:** NONE  
**COMBINED LOT SIZE:** PT LT 38 T2S R14W  
 2.205 AC; 96,030 SF

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

THAT PORTION OF FRACTIONAL SECT 19, TOWNSHIP 3 SOUTH, RANGE 14 WEST, IN THE RANCHO SAUSAL REDONDO, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1 PAGES 807 AND 508 OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AS SAID SECTION IS SHOWN ON THE MAP OF SAID COUNTY RECORDER OF SAID COUNTY, ON JUNE 21, 1850, A COPY OF SAID MAP APPEARS IN THE FILES OF THE COUNTY SURVEYORS OF SAID COUNTY AS CLERK'S FILED MAP NO. 218, CONVEYED TO HARRY J. QUINN ET AL, BY DEEDS RECORDED JUNE 21, 1956 AS INSTRUMENT NO. 1895, IN BOOK 51523 PAGE RECORDS, LYING NORTHEASTERLY OF A LINE ALPARABLE WITH AND 100 FEET SOUTHWESTERLY MEASURED ALONG THE SOUTHERLY LINE OF SAID SECTION, AS SAID SECTION WAS FIRST DESCRIBED IN DEED TO CALIFORNIA CENTRAL RAILWAY COMPANY, RECORDED IN BOOK 486 PAGE 12 OF DEEDS, RECORDS OF SAID COUNTY.

EXCEPT THEREFROM THAT PORTION OF SAID LAND WITHIN THE FOLLOWING DESCRIBED BOUNDARIES:

BEGINNING THE WESTERLY LINE OF SEPULVEDA BOULEVARD, 100 FEET WIDE THE CENTER LINE OF SAID BOULEVARD BEING SHOWN IN THE COUNTY SURVEYOR'S FILED MAP BOOK 522 PAGES 14, 21 AND 31 ON FILE IN THE OFFICE OF THE ENGINEER OF SAID COUNTY, DISTANT ALONG SAID WESTERLY LINE SOUTH 12°38'35" EAST, 152 FEET FROM SAID SOUTHWESTERLY LINE; THENCE NORTH 12°38'35" WEST, 66 FEET; THENCE SOUTH 77°21'25" WEST TO SAID PARALLEL LINE; THENCE SOUTHEASTERLY IN A DIRECT LINE TO THE POINT OF BEGINNING.

ALSO EXCEPT THEREFROM ALL OIL, GAS, PETROLEUM AND OTHER HYDROCARBONS AND MINERALS, BUT WITHOUT THE RIGHT OF ENTRY TO THE SURFACE OF SAID LAND, AS RESERVED BY THE LOS ANGELES COUNTY FLOOD CONTROL DISTRICT, A BODY CORPORATE AND POLITIC, IN DEED RECORDED MARCH 17, 1975 IN BOOK D-6588 PAGE 680 OF OFFICIAL RECORDS.

PARCEL 2: (APN 4110-001-006 AND 4110-001-007)

THAT PORTION OF FRACTIONAL SECTION 19, TOWNSHIP 2 SOUTH, RANGE 14 WEST, IN THE RANCHO SAUSAL REDONDO, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1 PAGES 507 AND 508 OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AS SAID SECTION IS SHOWN ON A MAP FILED IN CASE NO. 11629 SUPERIOR COURT OF SAID COUNTY ON JUNE 21, 1890, A COPY OF SAID MAP APPEARS IN THE FILES OF THE COUNTY SURVEYORS OF SAID COUNTY AS CLERK'S FILED MAP NO. 218 DESCRIBED AS FOLLOWS:

BEING SITUATED AT THE INTERSECTION OF A LINE PARALLEL, TO AND DISTANT 2092.11 FEET MEASURED AT RIGHT ANGLES, NORTHERLY FROM THE SOUTHERLY LINE OF SAID SECTION 19, WITH A LINE PARALLEL TO AND DISTANT 33.00 FEET, MEASURED AT RIGHT ANGLES, EASTERLY FROM THE SOUTHERLY LINE OF SAID SECTION 19, TO THE POINT OF BEGINNING, OR MORE OR LESS, ALONG SAID LINE PARALLEL TO SAID WESTERLY LINE, TO A POINT IN THE SOUTHERLY LINE OF THE PUBLIC ELECTRIC RAILROAD RIGHT OF WAY (50 FEET WIDE) IN THE UNINCORPORATED AREA OF THE CITY OF LOS ANGELES, CALIFORNIA, BEING THE INTERSECTION OF SAID LINE PARALLEL TO AND DISTANT 33.00 FEET, MEASURED AT RIGHT ANGLES, EASTERLY FROM THE SOUTHERLY LINE OF SAID SECTION 19, WITH A LINE PARALLEL TO AND DISTANT 33.00 FEET, MEASURED AT RIGHT ANGLES, WESTERLY FROM THE SOUTHERLY LINE OF SAID LOS ANGELES COUNTY, THENCE SOUTH 89°03'20" EAST, 317.25 FEET, ALONG SAID SOUTHERLY LINE, TO A POINT IN THE SOUTHERLY LINE OF SEPULVEDA BOULEVARD, THENCE SOUTHWESTERLY, ALONG SAID SOUTHERLY LINE, TO THE POINT OF BEGINNING, OR MORE OR LESS, ALONG SAID LINE PARALLEL TO SAID WESTERLY LINE, TO A POINT IN THE SOUTHERLY LINE OF SEPULVEDA BOULEVARD, TO AN INTERSECTION WITH A LINE PARALLEL, TO AND DISTANT 2092.11 FEET, MEASURED AT RIGHT ANGLES, NORTHERLY FROM THE SOUTHERLY LINE OF SAID SECTION 19, THENCE SOUTHWESTERLY, ALONG SAID LINE PARALLEL, TO AND DISTANT 2092.11 FEET, MEASURED AT RIGHT ANGLES, NORTHERLY FROM THE SOUTHERLY LINE OF SAID SECTION 19, TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THAT PORTION OF SAID LAND LYING NORTHERLY OF A LINE DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE WESTERLY LINE OF SEPULVEDA BOULEVARD, DISTANT THEREON SOUTH 12°46'19" EAST, 86.00 FEET, FROM THE SOUTHWESTERLY LINE OF THAT STRIP OF LAND 50 FEET WIDE AS DESCRIBED IN DEED TO CALIFORNIA CENTRAL RAILWAY COMPANY, RECORDED IN BOOK 486 PAGE 12 OF DEEDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE SOUTH 77°29'05" WEST, TO A LINE WHICH IS PARALLEL WITH AND 100 FEET SOUTHWESTERLY, MEASURED AT RIGHT ANGLES FROM SAID SOUTHWESTERLY LINE OF THE 50 FOOT STRIP OF LAND, THENCE ALONG SAID PARALLEL LINE, NORTH 60°30'20" WEST TO THE WESTERLY LINE OF SAID LAND.

## SHEET INDEX

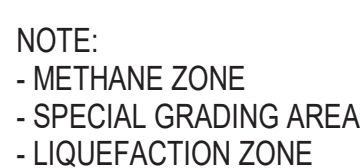
- 00 - COVER SHEET
- 01 - PROJECT SUMMARY
- 02 - PERSPECTIVES
- 03 - LEVEL B1 FLOOR PLAN
- 04 - LEVEL 1 FLOOR PLAN
- 05 - LEVEL 2 FLOOR PLAN
- 06 - LEVEL 3 FLOOR PLAN
- 07 - LEVEL 4 FLOOR PLAN
- 08 - LEVEL 5 FLOOR PLAN
- 09 - LEVEL 6 FLOOR PLAN
- 10 - LEVEL 7 FLOOR PLAN
- 11 - LEVEL 8 FLOOR PLAN
- 12 - STANDARD UNIT PLANS
- 13 - ROOF PLAN
- 14 - ELEVATIONS
- 15 - ELEVATIONS
- 16 - SECTIONS
- 17 - FAR DIAGRAMS
- 18 - OPEN SPACE DIAGRAMS
- 19 - ALTA SURVEY
- 20 - EXISTING BUILDING RECORDS

**REQUESTED****ENTITLEMENT ACTIONS:**

A Conditional Use (CU) pursuant to Section 12.24 U 26 of the LAMC for a Density Bonus of fifty percent (50%) in lieu of the otherwise allowed 35 percent (35%) identified in Section 12.22 A.2 of the LAMC; Density Bonus (DB) pursuant to Section 12.22 A.2.25 of the LAMC for a project with the following three (3) Off-Market Incentives: 1) Reduced Space Allowance in lieu of 32,500 sq. ft. to 25,000 sq. ft. per net acre; 2) Reduced parking in lieu of 39,500/sq. ft. and 3) Floor Area Ratio increase from 1.5 to 3.85; Site Plan Review (SPR) pursuant to Section 16.05 of the LAMC for a project that results in the creation of greater than fifty net new residential dwelling units; Waiver of Dedication and Improvement (WDI) pursuant to Section 12.37 of the LAMC for a project that results in the creation of greater than 100 net new residential dwelling units; and 4) Waiver of the 100-foot roadway widening improvement requirement along Sepulveda Boulevard; and to waive the 100-foot roadway widening improvement requirement along Arizona Avenue, and a Sustainable Communities Environmental Assessment (SCEA), pursuant to CEQA Guidelines 15626 and 15164 to determine, based on the whole of the administrative record, that no substantial SCEA, environmental impact report, or negative declaration is required for the Project.



## ASSESSORS MAP



## PROJECT TEAM

**OWNER:** FAIRFIELD RESIDENTIAL  
5355 MIRA SORRENTO PLACE, SUITE 100  
SAN DIEGO, CA 92121  
858.457.2123

**ARCHITECT:** CARRIERJOHNSON+CULTURE  
185 W F STREET #500  
SAN DIEGO, CA 92101  
619.239.2353

**CIVIL ENGINEER:** FUSCOE ENGINEERING, INC.  
600 WILSHIRE BOULEVARD, SUITE 1470  
LOS ANGELES, CA 90017  
213.988.8802

ISSUES:

PROJECT NO:  
5989.00

FILE NAME:  
BIM 360://5989.00-Fairfield  
Sepulveda/5989.00-Fairfield  
Sepulveda\_ARCH\_v2020.rvt  
Author \_\_\_\_\_ ID BY:  
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## PROJECT SUMMARY

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VIEW FROM SEPULVEDA BLVD



CORNER OF SEPULVEDA AND CENTINELA



VIEW FROM CENTINELA AVE



VIEW FROM CENTINELA AVE

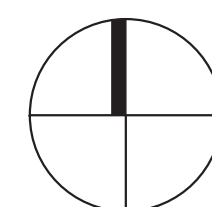


CORNER OF CENTINELA AND ARIZONA



VIEW FROM ARIZONA AVE





<b>FLOOR B1 PARKING PROVIDED</b>	<b>190 SPACES</b>
RESIDENTIAL STANDARD SPACES	116
RESIDENTIAL TANDEM SPACES	35
RESIDENTIAL COMPACT SPACES	39

1 LEVEL B1 - ENTITLEMENT  
SCALE: 1/16" = 1'-0"

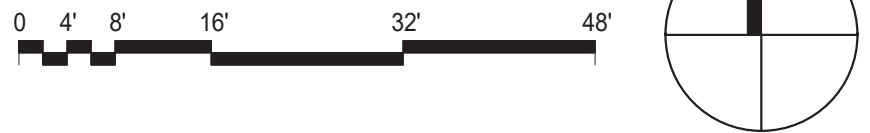


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ARIZONA AVE.



1 LEVEL 1 - ENTITLEMENT  
SCALE: 1/16" = 1'-0"



FLOOR 01 SUMMARY	
RESIDENTIAL AREA	8,387 SF
COMMERCIAL AREA	10,783 SF
PARKING, UTILITY, STORAGE	56,021.6 SF
GROUND FLOOR PLAZA	3,417 SF (OPEN TO SKY)
GROUND FLOOR AMENITIES	1,231 SF (INTERIOR)

FLOOR 01 PARKING PROVIDED 111 SPACES	
RESIDENTIAL STANDARD SPACES	53
RESIDENTIAL TANDEM SPACES	5
RESIDENTIAL COMPACT SPACES	5
RESIDENTIAL ACCESSIBLE SPACES	8
COMMERCIAL STANDARD SPACES	37
COMMERCIAL COMPACT SPACES	2
COMMERCIAL ACCESSIBLE SPACES	1



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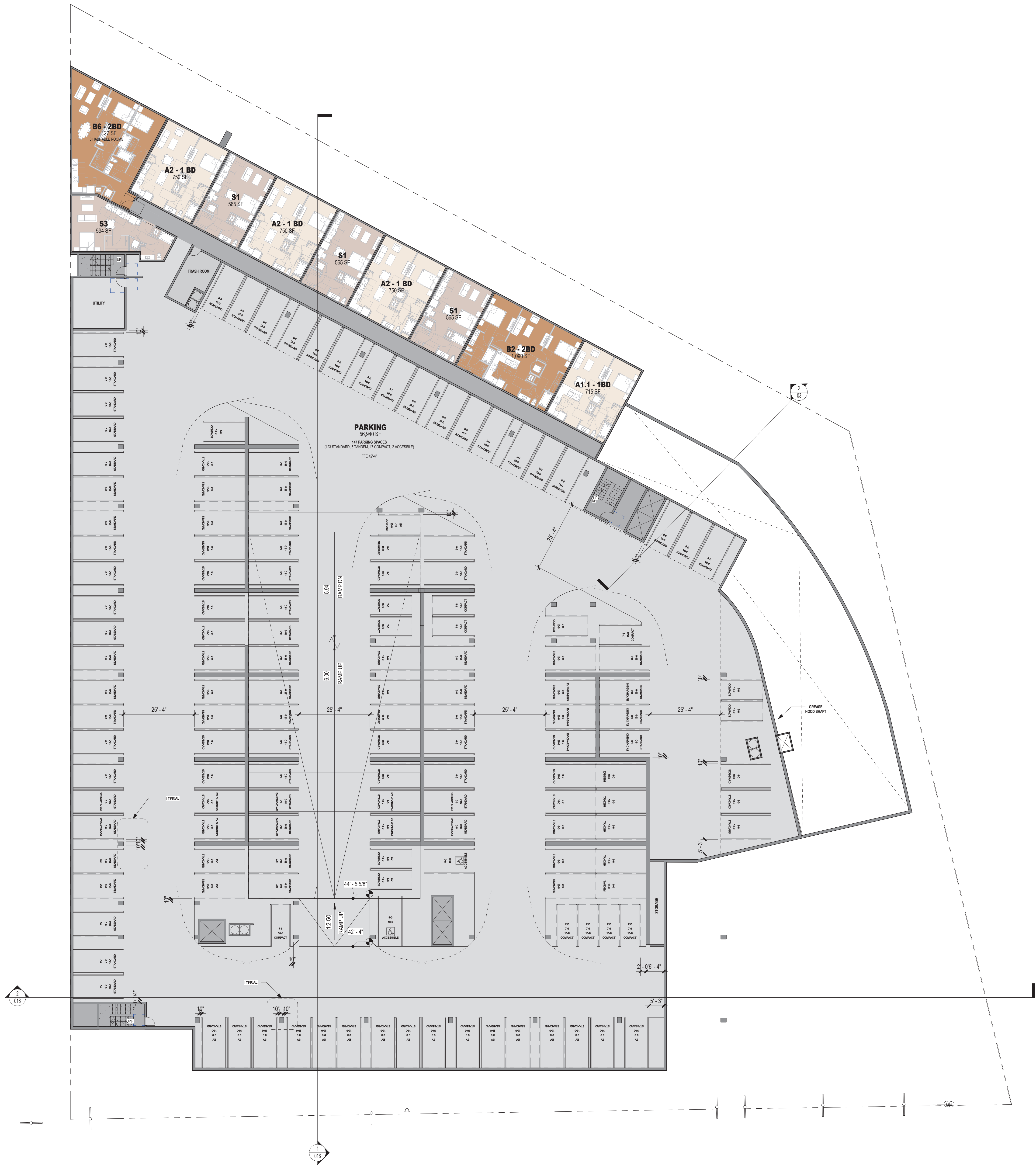
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Sepulveda\_ARCH\_V2021.DWG BY:  
Author Checker  
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TITLE:

LEVEL 1  
FLOOR PLAN

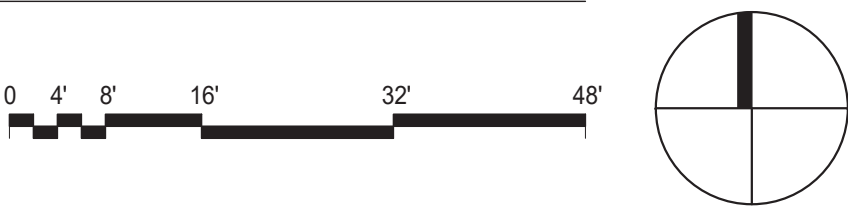
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1 LEVEL 2 - ENTITLEMENT  
SCALE: 1/16" = 1'-0"



FLOOR 02 SUMMARY

RESIDENTIAL UNITS (9)	
RESIDENTIAL AREA	8,635 SF

FLOOR 02 PARKING PROVIDED 147 SPACES

RESIDENTIAL STANDARD SPACES	123
RESIDENTIAL TANDEM SPACES	5
RESIDENTIAL COMPACT SPACES	17
RESIDENTIAL ACCESSIBLE SPACES	2



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TITLE:

LEVEL 2  
FLOOR PLAN

DRAWING NO:

005

SEPULVEDA & CENTINELA  
6501 S. SEPULVEDA BLVD.

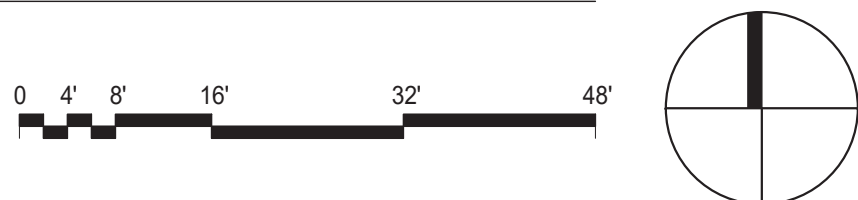
carrierjohnson + culture  
architecture + environments + brand strategy + graphics



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1 LEVEL 3 - ENTITLEMENT  
SCALE: 1/16" = 1'-0"



**FLOOR 03 SUMMARY**

RESIDENTIAL UNITS (35)  
RESIDENTIAL AREA 36,131 SF

**FLOOR 03 PARKING PROVIDED 72 SPACES**

RESIDENTIAL STANDARD SPACES 45  
RESIDENTIAL TANDEM SPACES 13  
RESIDENTIAL COMPACT SPACES 14



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Sepulveda/5989.00-Fairfield  
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LEVEL 3  
FLOOR PLAN

DRAWING NO:

006

SEPULVEDA & CENTINELA  
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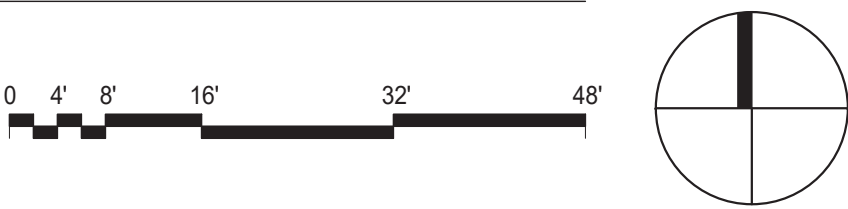
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1 LEVEL 4 - ENTITLEMENT  
SCALE: 1/16" = 1'-0"



FLOOR 04 SUMMARY	
RESIDENTIAL UNITS (60)	
RESIDENTIAL AREA	54,902 SF
RESIDENTIAL AMENITIES	2,409 SF (INTERIOR)
PRIVATE OPEN SPACE (17)	1300 SF
PRIVATE OPEN SPACE (COURTYARD)	14,519 SF



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LEVEL 4  
FLOOR PLAN

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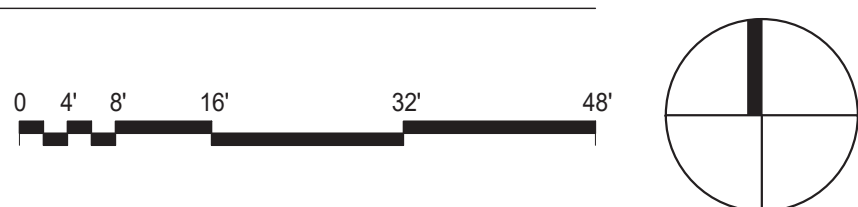
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1 LEVEL 5 - ENTITLEMENT  
SCALE: 1/16" = 1'-0"



FLOOR 05 SUMMARY	
RESIDENTIAL UNITS (60)	
RESIDENTIAL AREA	56,110 SF
RESIDENTIAL AMENITIES	1,201 SF (INTERIOR)
PRIVATE OPEN SPACE (27)	1,350 SF



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LEVEL 5  
FLOOR PLAN

DRAWING NO:

008



**SEPULVEDA & CENTINELA**  
6501 S. SEPULVEDA BLVD.



### **FLOOR 06 SUMMARY**

RESIDENTIAL UNITS (64)	
RESIDENTIAL AREA	57,311 SF
PRIVATE OPEN SPACE (34)	1,700 SF

## ISSUES

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5989.00

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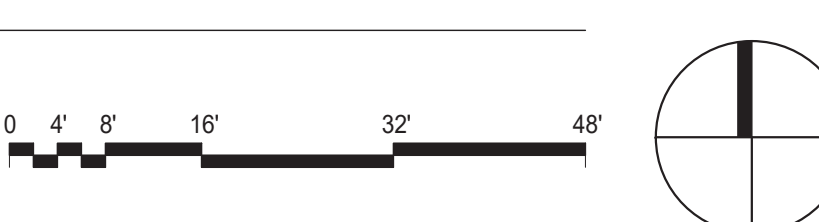
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DRAWING NO:

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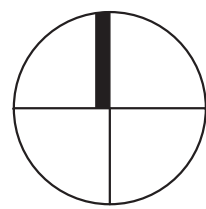




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1 LEVEL 7 - ENTITLEMENT  
SCALE: 1/16" = 1'-0"



#### FLOOR 07 SUMMARY

RESIDENTIAL UNITS (64)	
RESIDENTIAL AREA	57,311 SF
PRIVATE OPEN SPACE (31)	1,550 SF



ISSUES:

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LEVEL 7  
FLOOR PLAN

DRAWING NO:

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SEPULVEDA & CENTINELA  
6501 S. SEPULVEDA BLVD.

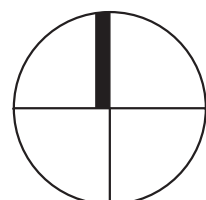
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architecture + environments + brand strategy + graphics



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1 LEVEL 8 - ENTITLEMENT  
SCALE: 1/16" = 1'-0"



**FLOOR 08 SUMMARY**

RESIDENTIAL UNITS (62)	
RESIDENTIAL AREA	55,543 SF
RESIDENTIAL AMENITIES	715 SF
PRIVATE OPEN SPACE (32)	1,600 SF
PRIVATE OPEN SPACE (ROOF RECREATION AREA)	1,084 SF



ISSUES:

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5989.00  
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Sepulveda/5989 00-Fairfield  
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TITLE:

LEVEL 8  
FLOOR PLAN

DRAWING NO:

011

SEPULVEDA & CENTINELA  
6501 S. SEPULVEDA BLVD.

carrierjohnson + culture  
architecture + environments + brand strategy + graphics



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1 LEVEL 9 ROOF - ENTITLEMENT  
SCALE: 1/16" = 1'-0"

ARIZONA AVE.



SEPULVEDA BLVD.

CENTINELA AVE.

ROOF AREA CALCULATION	
UPPER ROOF AREA	543 SF
MAIN ROOF AREA	59,575 SF
TOTAL ROOF AREA	60,118 SF



ISSUES:

PROJECT NO:  
5989.00  
FILE NAME:  
BIM 360/5989.00-Fairfield  
Sepulveda/5989.00-Fairfield CD BY:  
Author Checker  
PLOT DATE:  
9/27/2021 11:57:14 AM  
TITLE:

LEVEL 9 ROOF  
PLAN

DRAWING NO:

012

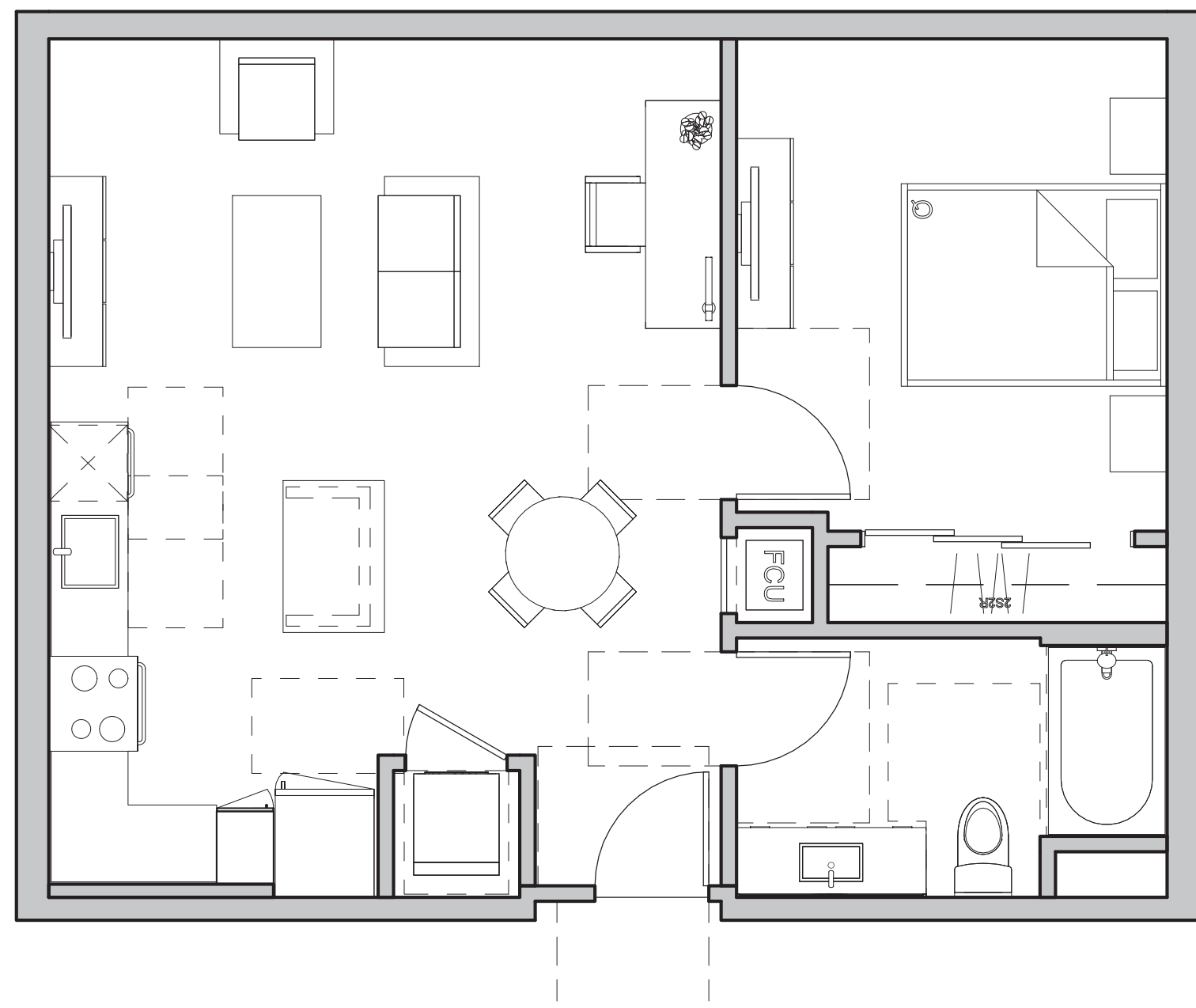
SEPULVEDA & CENTINELA

6501 S. SEPULVEDA BLVD.

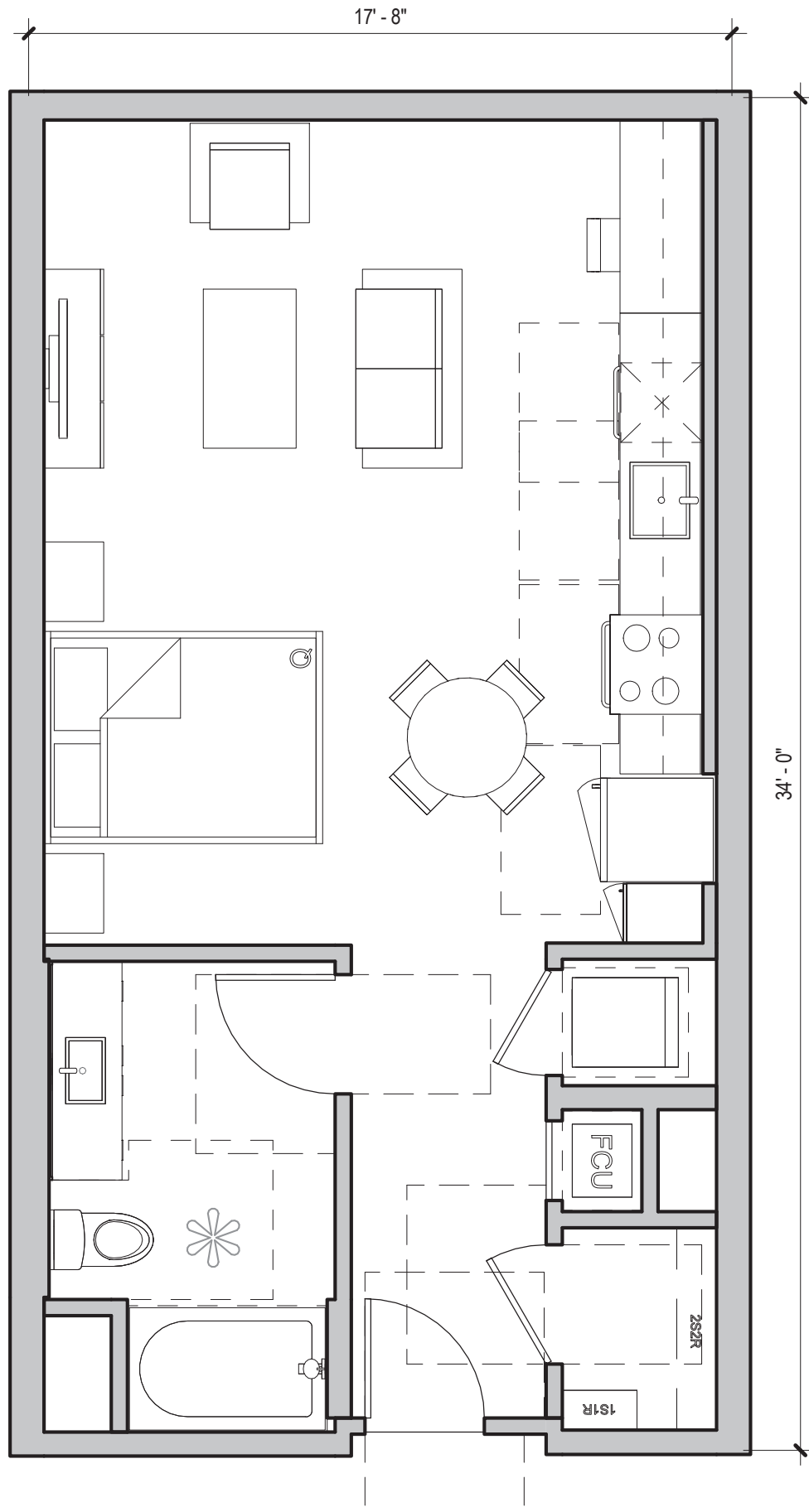
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architecture + environments + brand strategy + graphics

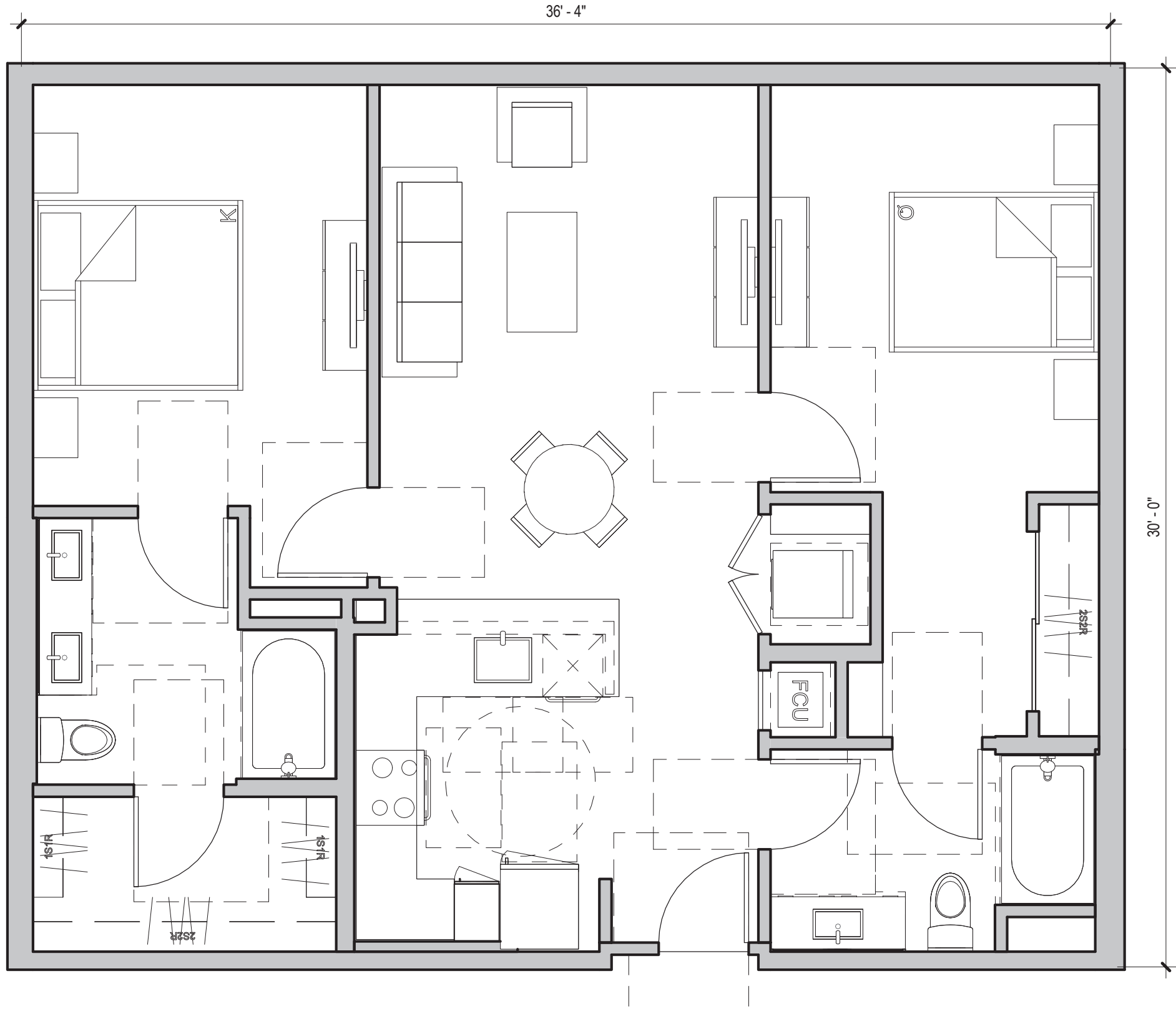
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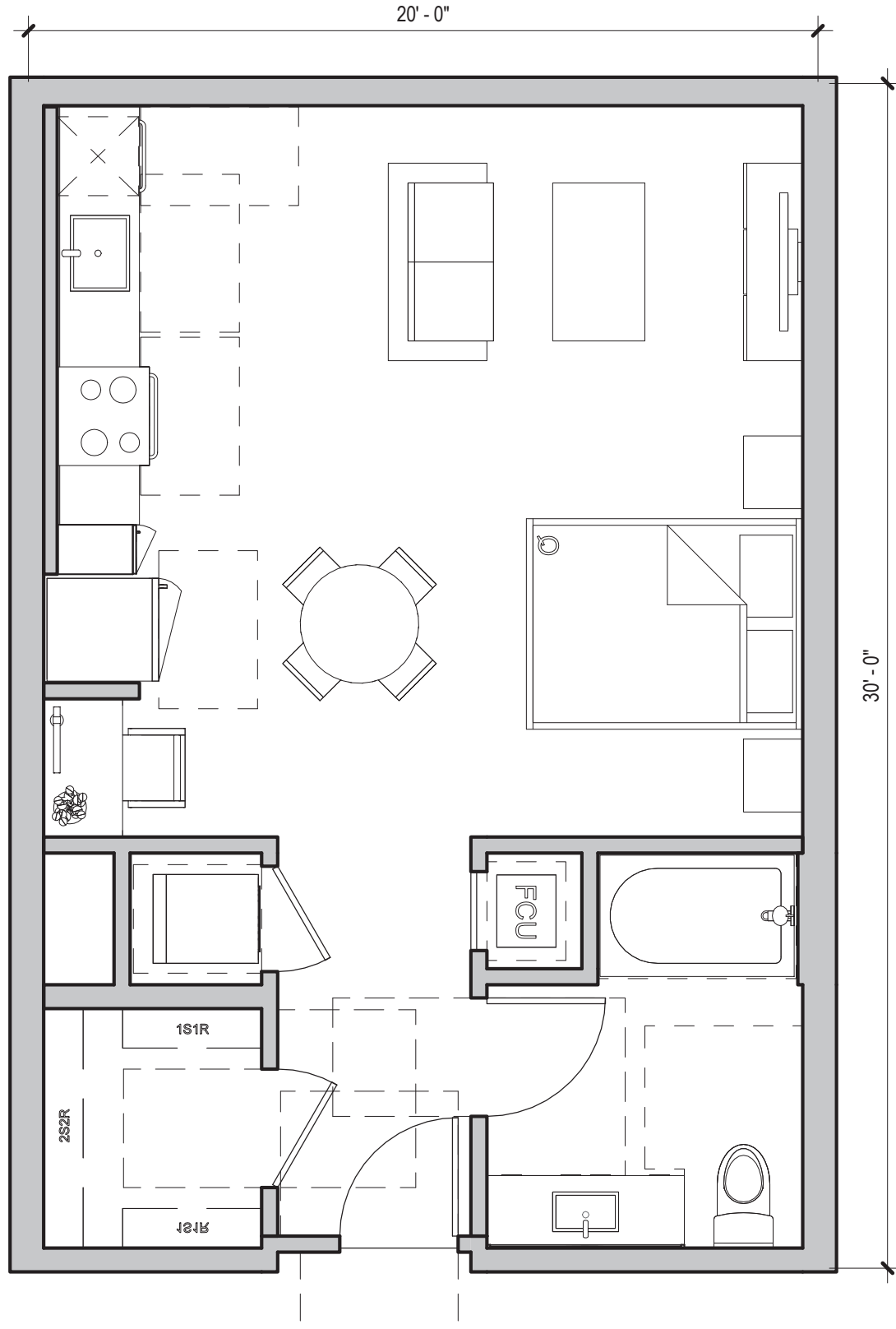
ONE BEDROOM - A1.2



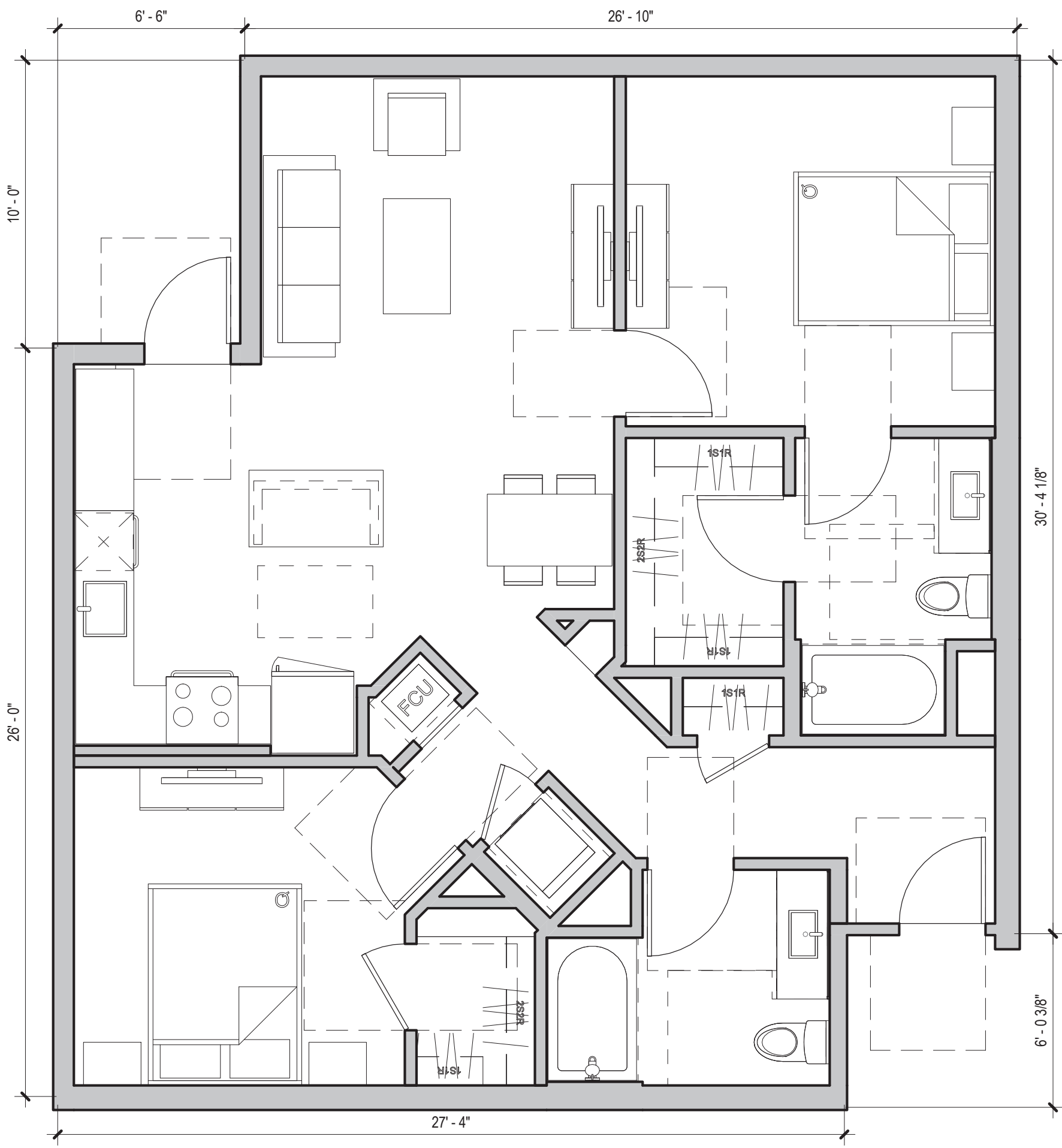
STUDIO - S5



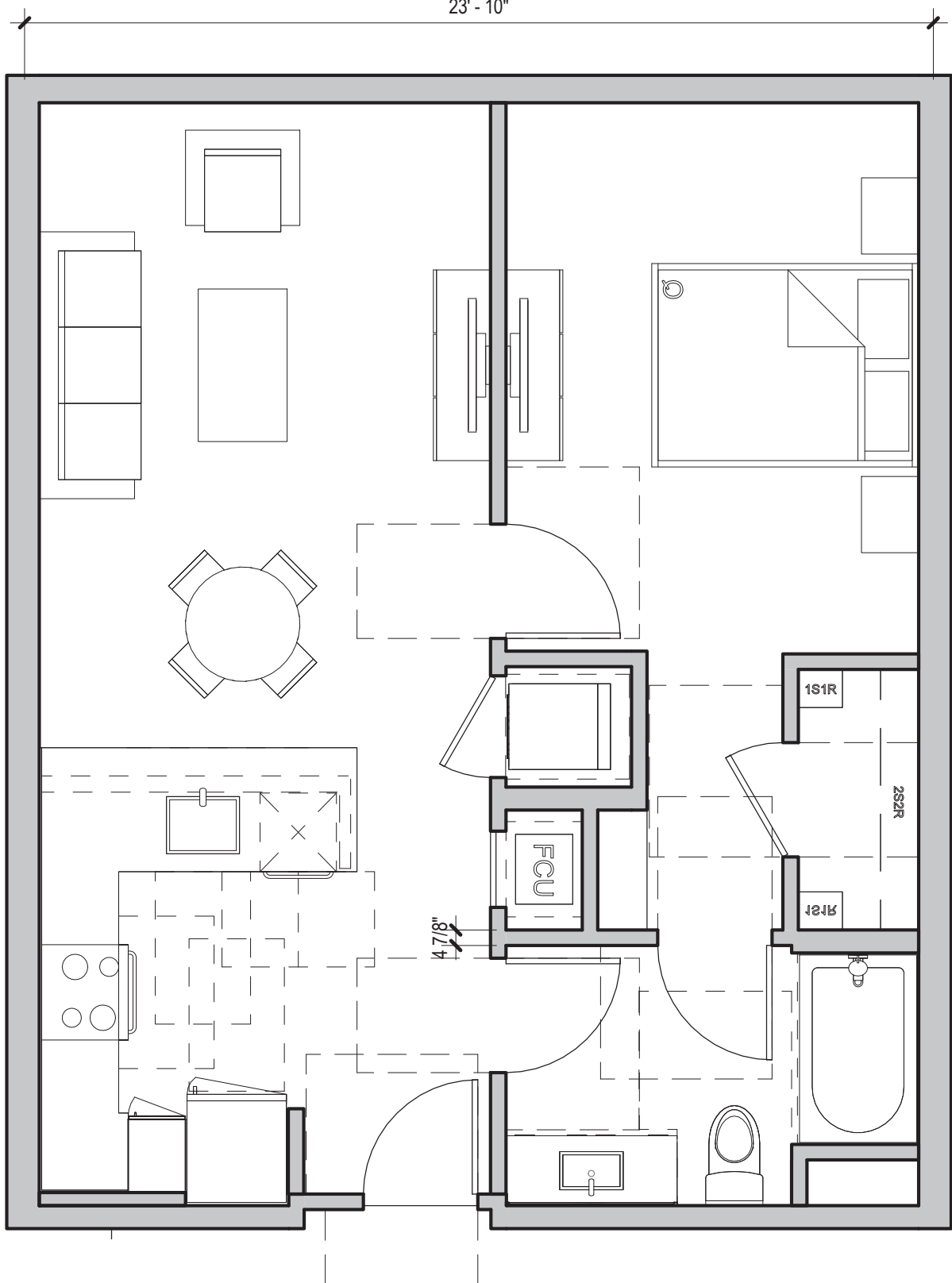
TWO BEDROOM - B2



STUDIO - S4



TWO BEDROOM - B2.2



ONE BEDROOM - A1



ISSUES:

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FILE NAME: BIM 360://5989.00-Fairfield  
Sepulveda/5989.00-Fairfield  
Sepulveda\_ARCH-v2021.dwg BY: Author  
PLOT DATE: 5/27/2021 11:57:19 AM  
TITLE:

STANDARD  
UNIT PLANS

DRAWING NO:



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1 ELEVATION NORTH  
SCALE: 1/16" = 1'-0"



2 ELEVATION WEST  
SCALE: 1/16" = 1'-0"



# SEPULVEDA & CENTINELA

6501 S. SEPULVEDA BLVD.



ALL IDEAS, DESIGN, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY, AND THE PROPERTY OF, CARRIER JOHNSON + CULTURE. AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH THIS PROJECT. NONE OF SUCH IDEAS, DESIGN, ARRANGEMENTS OR PLANS SHALL BE USED BY, OR DISCLOSED TO ANY PERSON, FIRM, OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF CARRIER JOHNSON + CULTURE. FILING THESE DRAWINGS OR SPECIFICATIONS WITH ANY PUBLIC AGENCY DOES NOT IMPLY A GUARANTEE OF ACCURACY OR A WARRANTY OF ANY KIND, AND NO GUARANTEE, REPRESENTATION OR WARRANTY OF ANY KIND SHALL BE MADE BY, OR DISCLOSED TO ANY PERSON, FIRM, OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF CARRIER JOHNSON + CULTURE.



1 ELEVATION SOUTH  
SCALE: 1/16" = 1'-0"



2 ELEVATION EAST  
SCALE: 1/16" = 1'-0"



# SEPULVEDA & CENTINELA

6501 S. SEPULVEDA BLVD.

ISSUES:

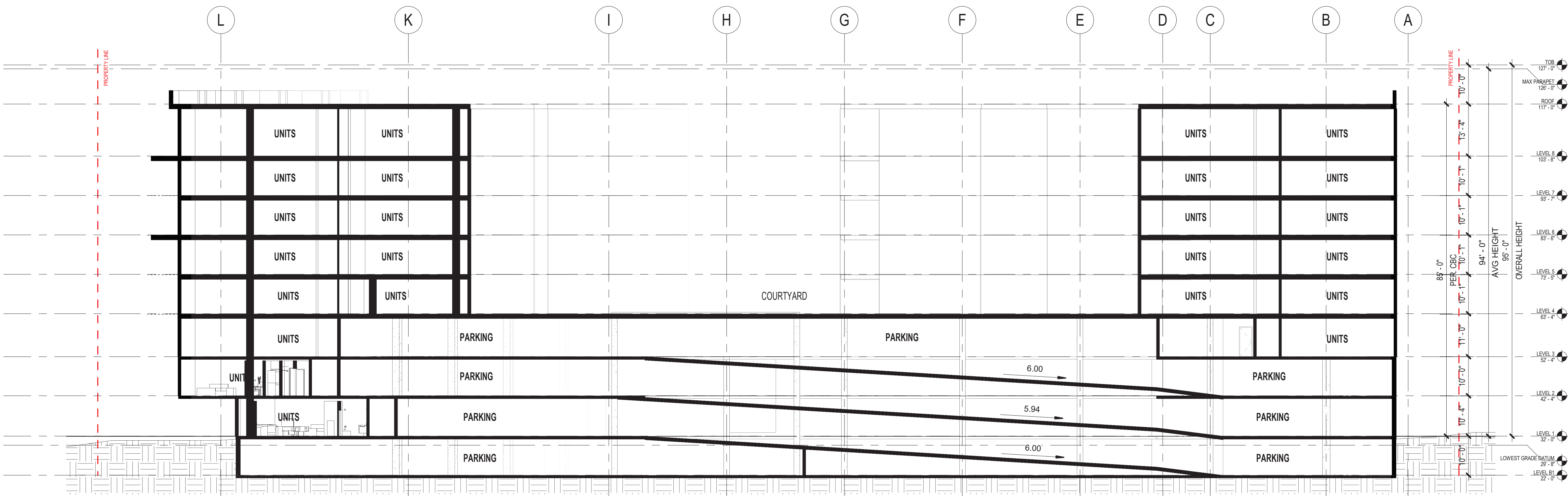
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ELEVATIONS

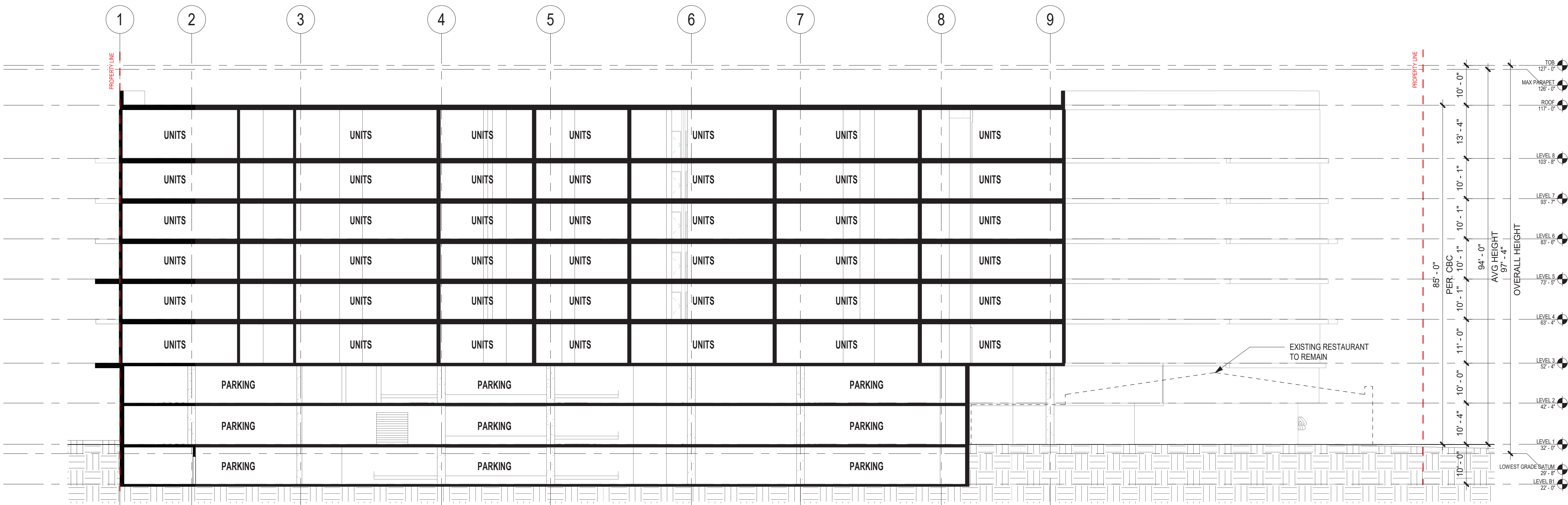
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1 SECTION A  
SCALE: 1/16" = 1'-0"



2 SECTION B  
SCALE: 1/16" = 1'-0"



SEPULVEDA & CENTINELA  
6501 S. SEPULVEDA BLVD.

ISSUES:

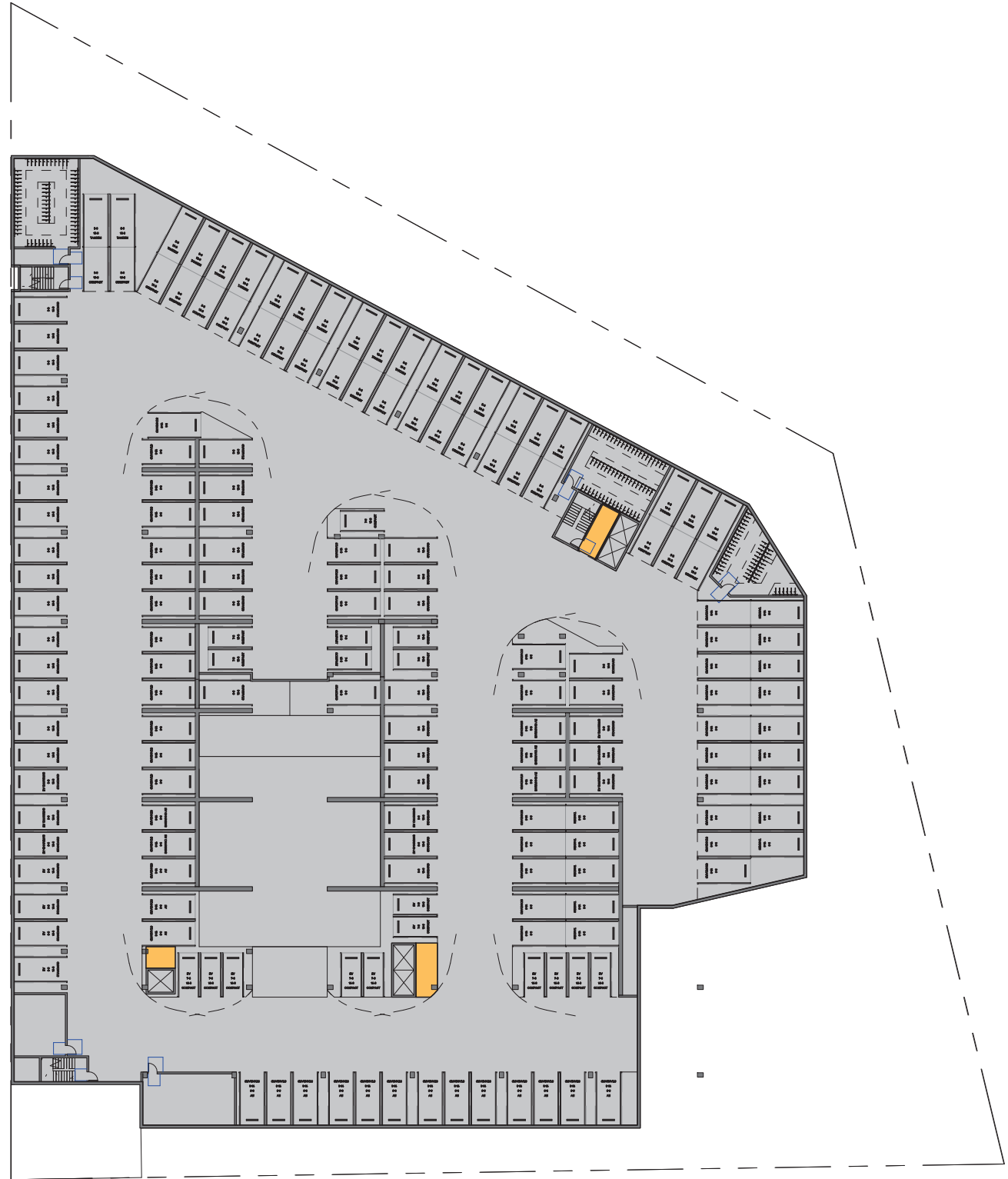
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SECTIONS

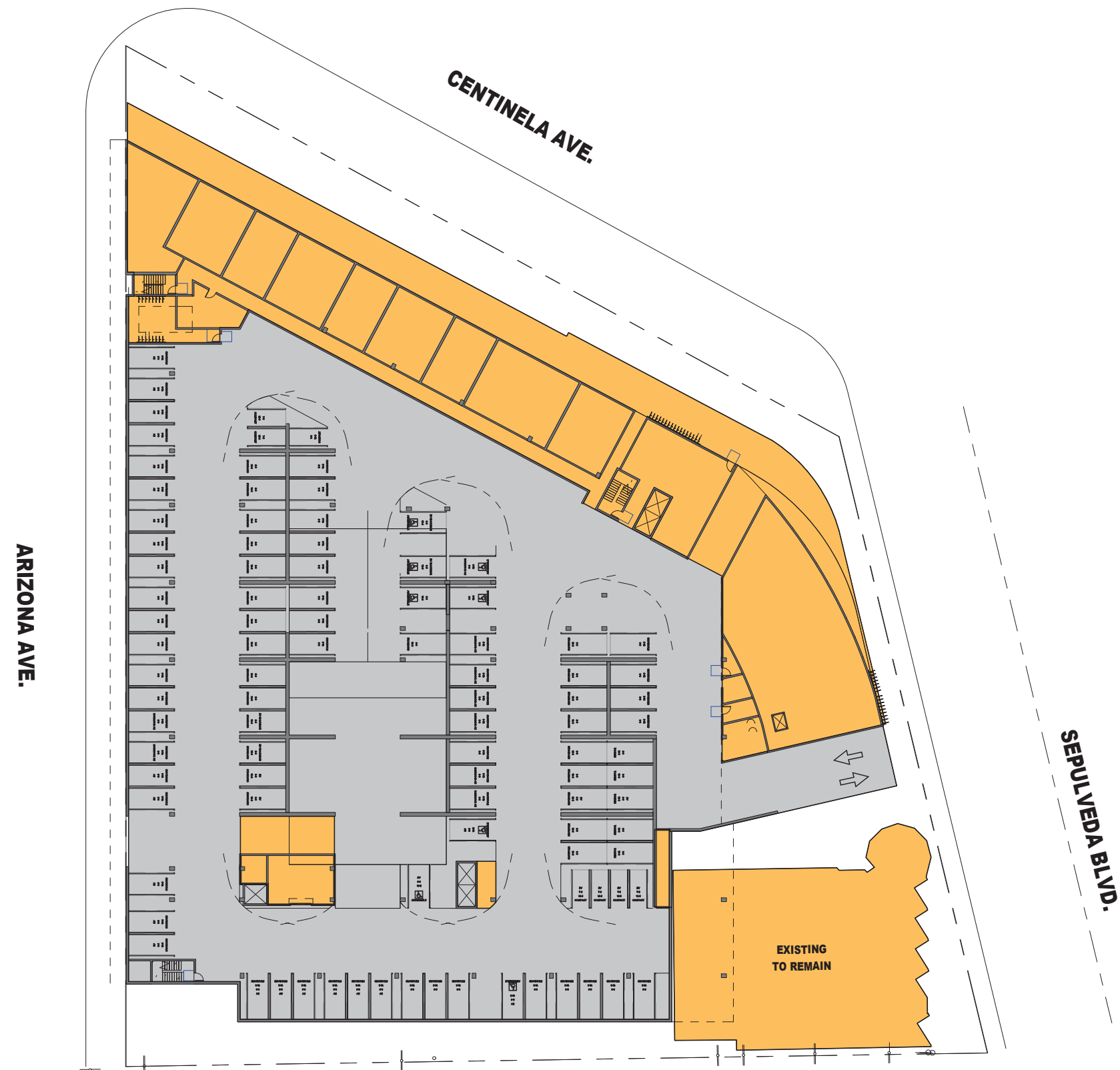
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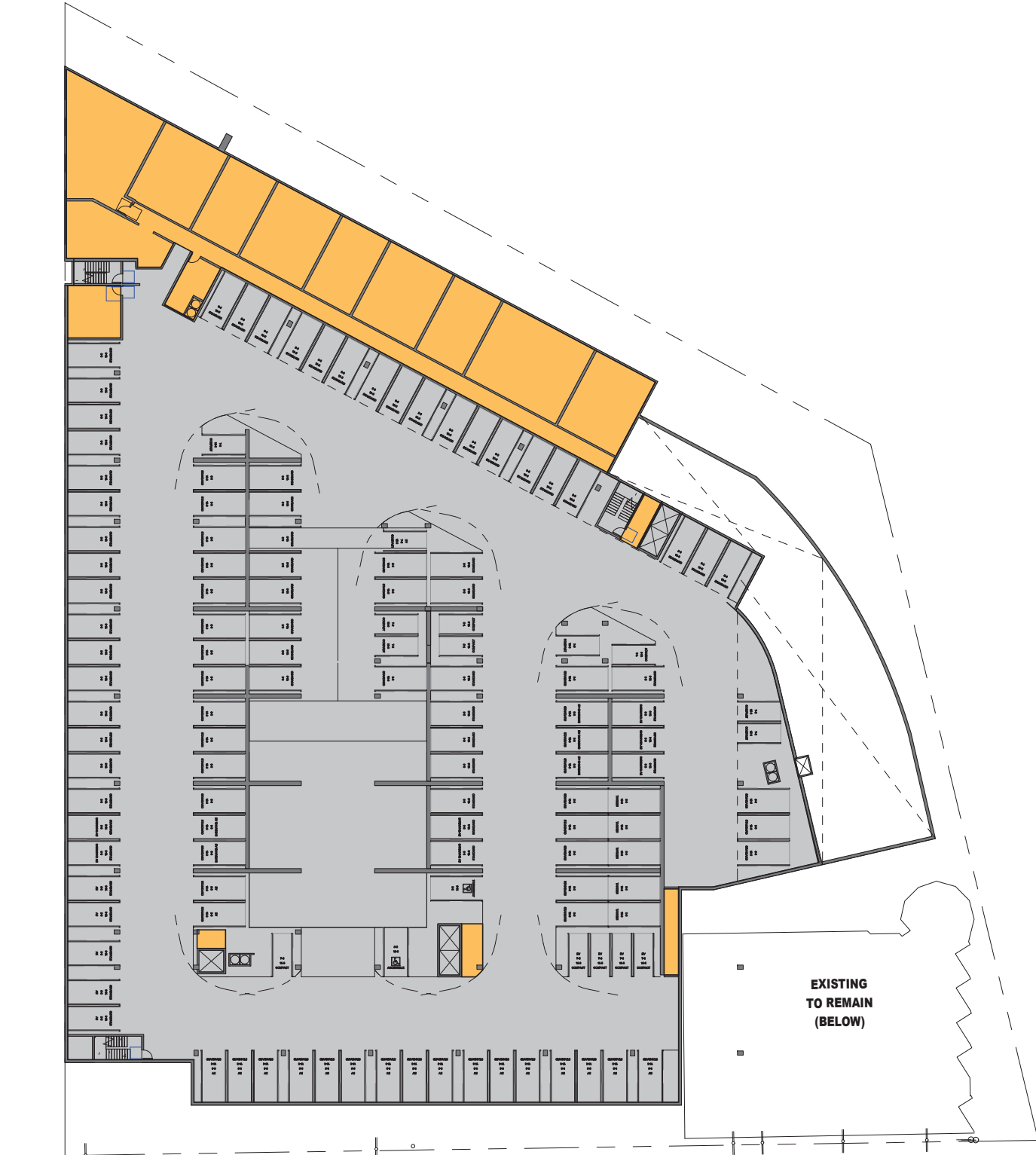
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9 LEVEL B1  
SCALE: 1" = 50'-0"



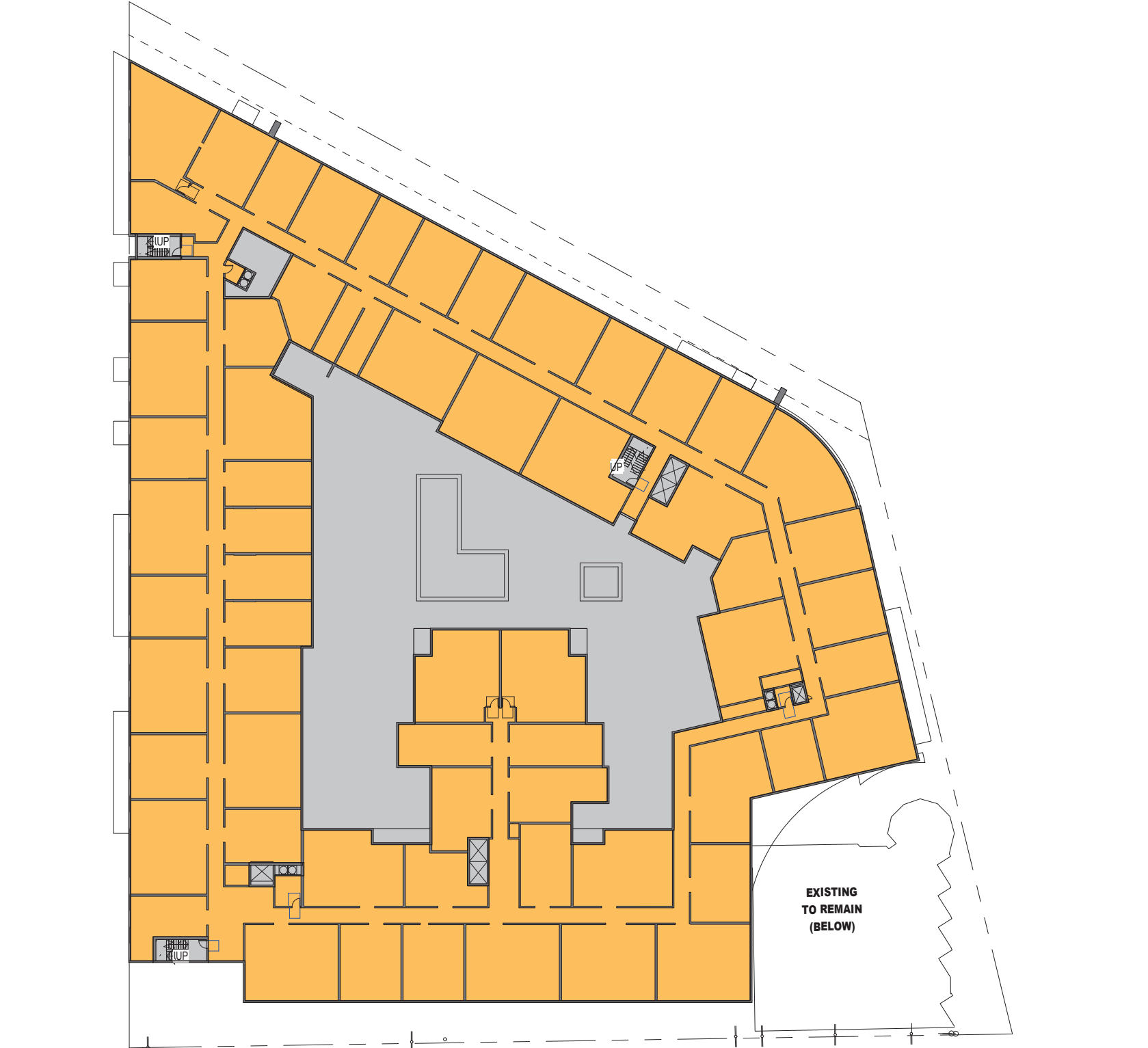
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2 LEVEL 2  
SCALE: 1" = 50'-0"



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



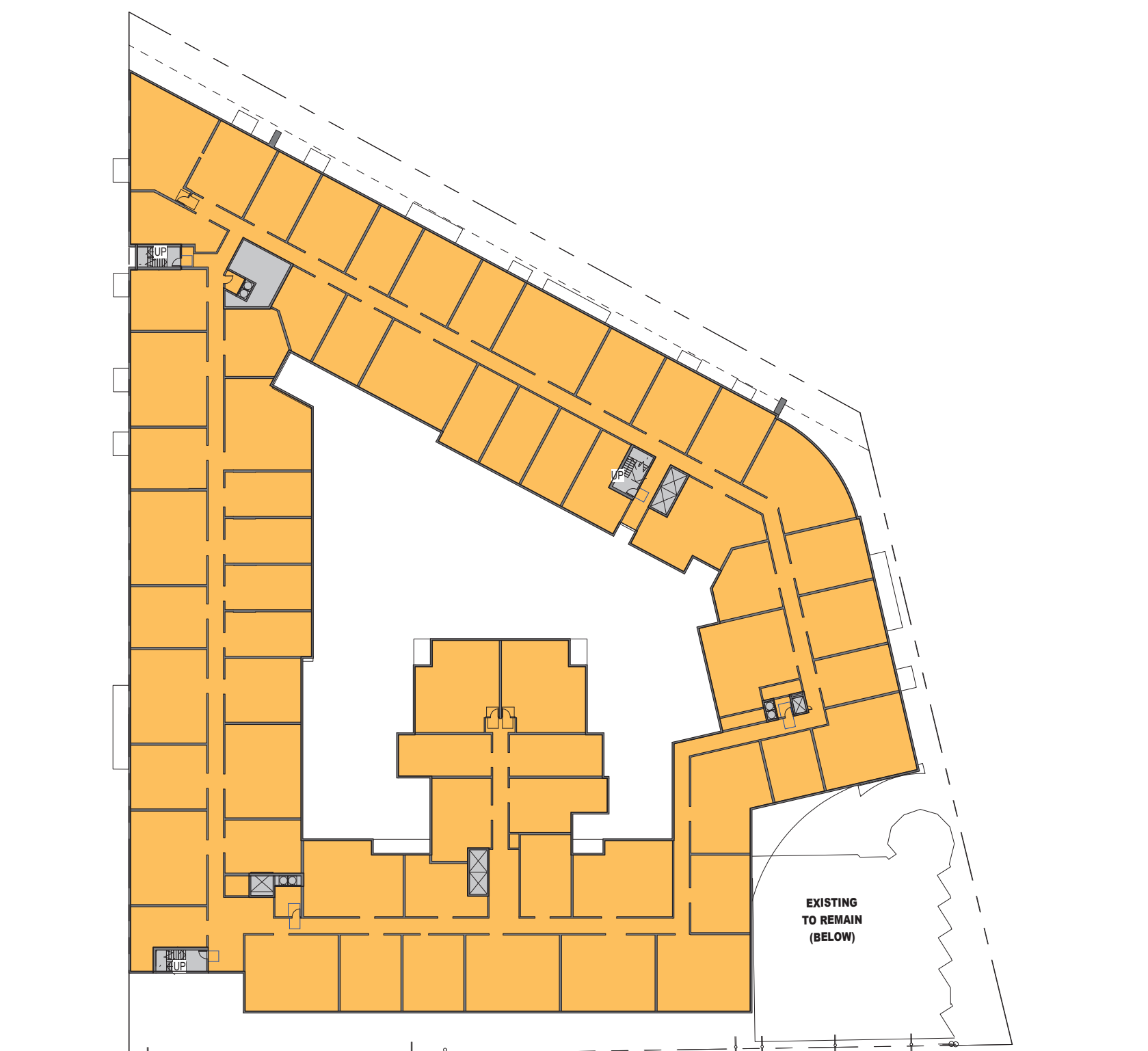
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SCALE: 1" = 50'-0"



5 LEVEL 5  
SCALE: 1" = 50'-0"



6 LEVEL 6  
SCALE: 1" = 50'-0"



7 LEVEL 7  
SCALE: 1" = 50'-0"



8 LEVEL 8  
SCALE: 1" = 50'-0"

FAR  
NON FAR

GROSS BUILDING AREA		
Level	Name	Area
LEVEL B1	FAR	326 SF
LEVEL B1	NON FAR	66,486 SF
		66,812 SF
LEVEL 1	FAR	28,935 SF
LEVEL 1	NON FAR	52,241 SF
		81,176 SF
LEVEL 2	FAR	9,438 SF
LEVEL 2	NON FAR	56,866 SF
		66,305 SF
LEVEL 3	FAR	40,857 SF
LEVEL 3	NON FAR	34,612 SF
		75,468 SF
LEVEL 4	FAR	57,424 SF
LEVEL 4	NON FAR	18,044 SF
		75,468 SF
LEVEL 5	FAR	57,424 SF
LEVEL 5	NON FAR	1,534 SF
		58,958 SF
LEVEL 6	FAR	57,424 SF
LEVEL 6	NON FAR	1,534 SF
		58,958 SF
LEVEL 7	FAR	57,424 SF
LEVEL 7	NON FAR	1,534 SF
		58,958 SF
LEVEL 8	FAR	56,371 SF
LEVEL 8	NON FAR	2,587 SF
		58,958 SF

TOTAL GROSS AREA (F.A.R.): 365,623 SF

TOTAL GROSS AREA (NON F.A.R.): 235,439 SF



# SEPULVEDA & CENTINELA

6501 S. SEPULVEDA BLVD.

carrierjohnson + culture  
architecture + environments + brand strategy + graphics

ISSUES:

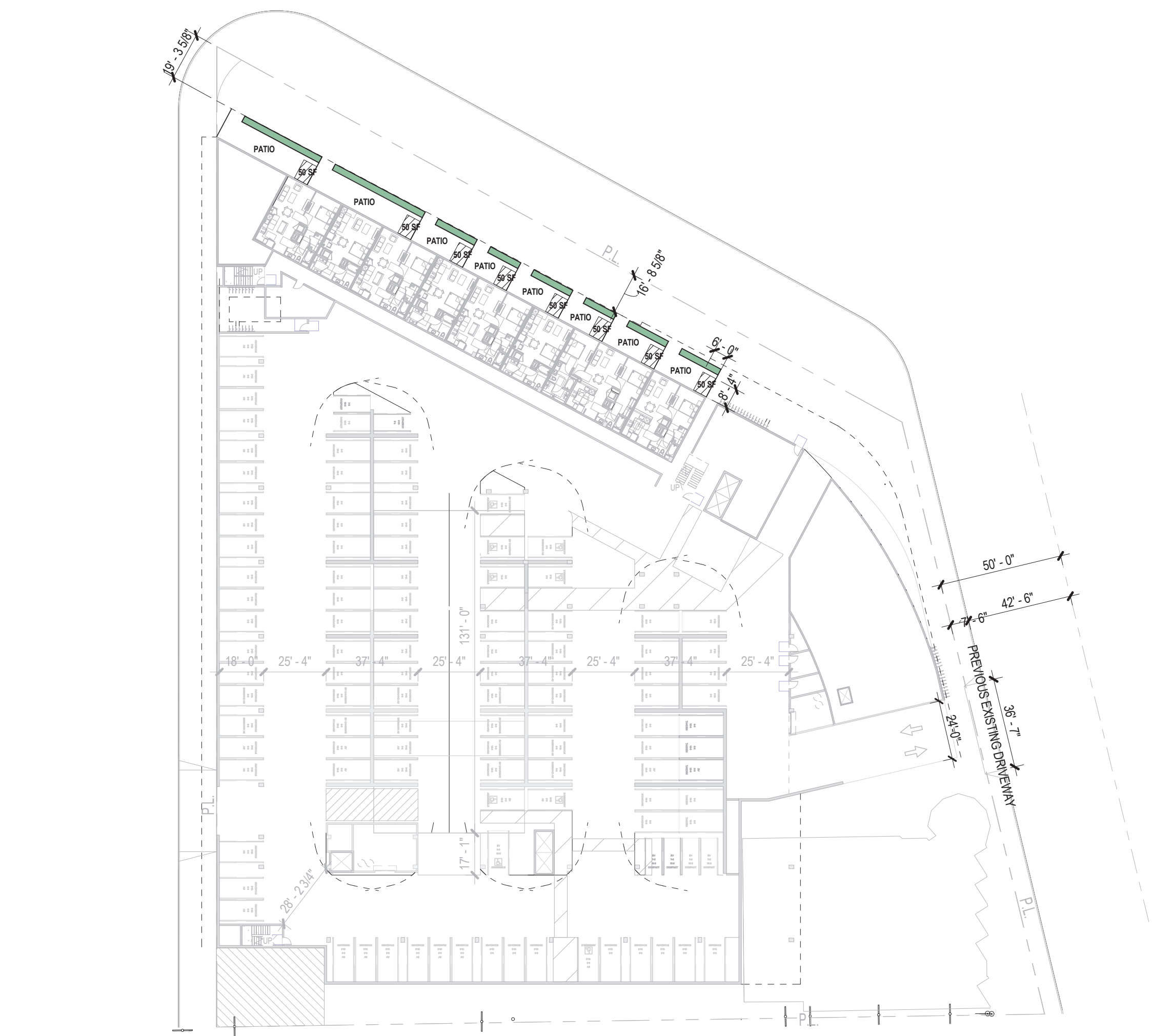
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Author  
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GROSS AREA

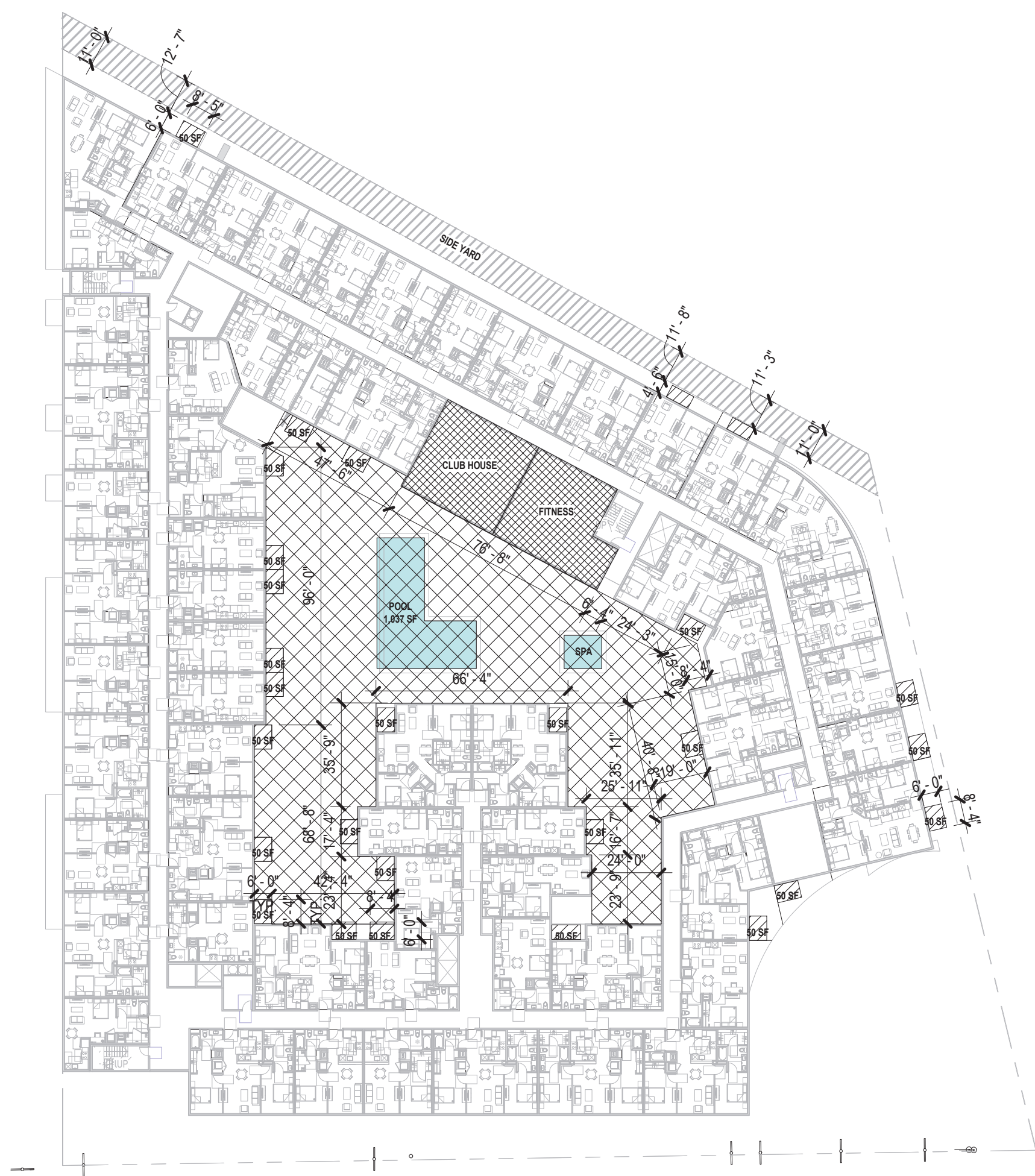
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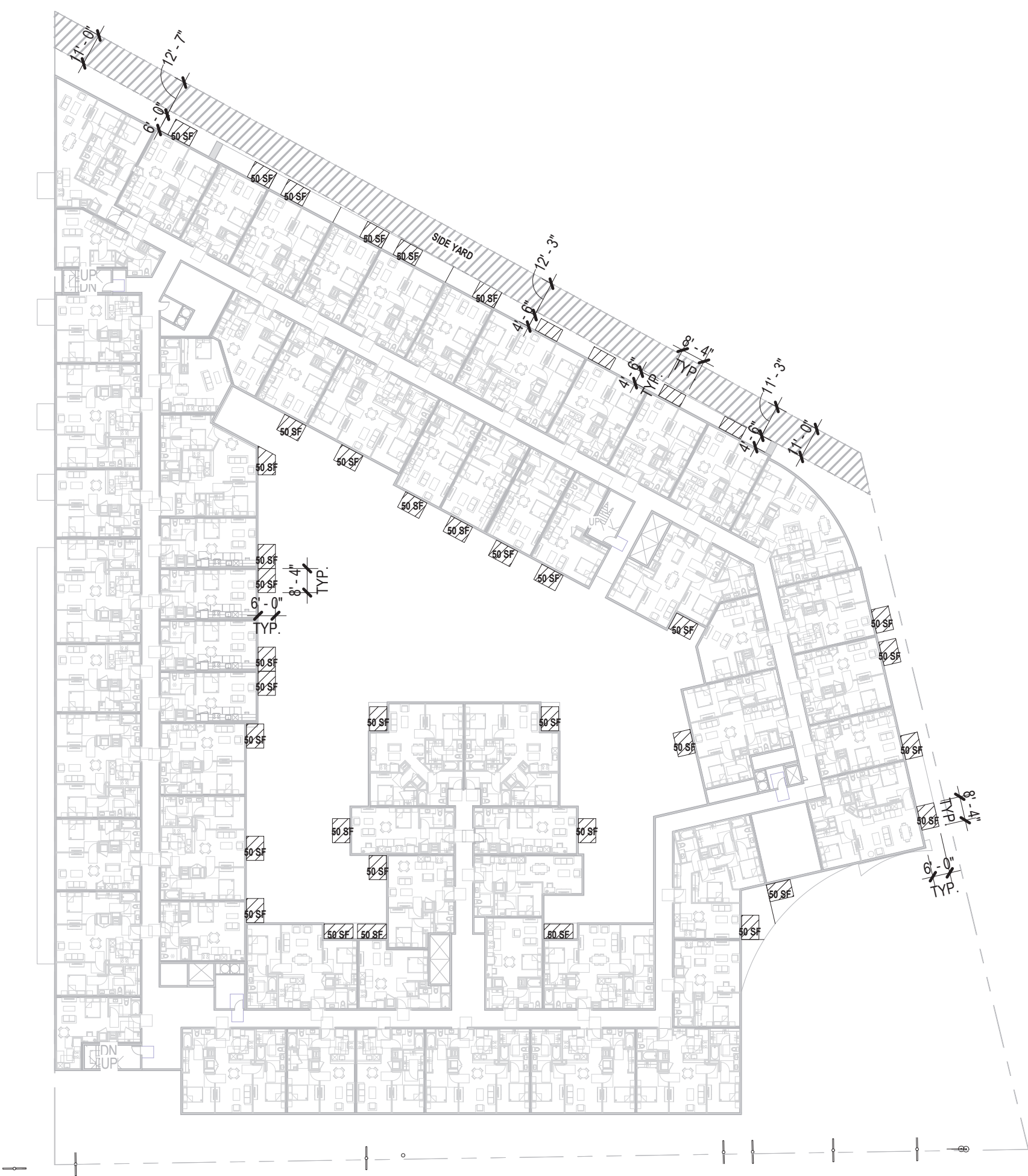
1 LEVEL 1 - OPEN SPACE  
SCALE: 1" = 40'-0"



2 LEVEL 4 - OPEN SPACE  
SCALE: 1" = 40'-0"



3 LEVEL 5 - OPEN SPACE  
SCALE: 1" = 40'-0"



4 LEVEL 6 - OPEN SPACE  
SCALE: 1" = 40'-0"



5 LEVEL 7 - OPEN SPACE  
SCALE: 1" = 40'-0"



6 LEVEL 8 - OPEN SPACE  
SCALE: 1" = 40'-0"

LEVEL 1	
PRIVATE OPEN SPACE	400SF
LEVEL 4	
PRIVATE OPEN SPACE	1,300SF
RECREATION ROOM	2,409SF
COMMON OUTDOOR OPEN SPACE	14,519SF
LEVEL 5	
PRIVATE OPEN SPACE	1,350SF
RECREATION ROOM	1,201SF
LEVEL 6	
PRIVATE OPEN SPACE	1,700SF
LEVEL 7	
PRIVATE OPEN SPACE	1,550SF
LEVEL 8	
PRIVATE OPEN SPACE	1,600SF
RECREATION ROOM	2,145SF
COMMON OUTDOOR OPEN SPACE	1,084SF
TOTAL PRIVATE OPEN SPACE	7,900SF
TOTAL RECREATION ROOM	5,755SF
TOTAL COMMON OUTDOOR OPEN SPACE	15,603SF
TOTAL COMMON OPEN SPACE (RECREATION + OUTDOOR)	21,358SF
OVERALL PROJECT OPEN SPACE PROVIDED	29,258SF



ISSUES:

PROJECT NO:  
5989.00  
FILE NAME:  
BIM 360/5989.00-Fairfield  
Sepulveda/5989.00-Fairfield  
Sepulveda\_ARCH\_V2021.rvt  
Author  
Checker  
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TITLE:

OPEN SPACE  
DIAGRAMS

DRAWING NO:





ISSUES:

PROJECT NO:  
5989.00  
FILE NAME:  
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Sepulveda/5989-00-Fairfield.DWG  
Author  
Checked  
PLOT DATE:  
9/17/2021 12:05:40 PM  
TITLE:

ALTA SURVEY

ASSESSOR PARCEL NUMBER:  
APN 4110-001-006; 4110-01-007 AND 4110-001-002

#### TITLE INFORMATION:

THE TITLE INFORMATION SHOWN HEREON IS PER COMMITMENT FOR TITLE INSURANCE ORDER NO. NCS-984543-SAI, DATED JULY 31, 2020, AS PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY, IRVINE, CA (TITLE OFFICER: KRISTEN HUETER, TELEPHONE: (949) 888-2472). NO RESPONSIBILITY OF CONTENT, COMPLETENESS OR ACCURACY OF SAID REPORT IS ASSUMED BY THIS MAP OR THE SURVEYOR.

#### RECORD OWNER:

ARTHUR J. QUINN, A MARRIED MAN AS HIS SOLE AND SEPARATE PROPERTY, AS TO AN UNDIVIDED 4.16%; ALAN D. COHEN, A MARRIED MAN AS HIS SOLE AND SEPARATE PROPERTY, AS TO AN UNDIVIDED 6.25%; STEVEN L. COHEN, A MARRIED MAN AS HIS SOLE AND SEPARATE PROPERTY, AS TO AN UNDIVIDED 6.25%; HRO INVESTMENTS, L.P., A CALIFORNIA LIMITED PARTNERSHIP, AS TO AN UNDIVIDED 33.33% INTEREST; LORIN B. FLYER, TRUSTEE OF THE LORIN FLYER TRUST UNDER THE WILL OF HOWARD M. FOX, AS TO AN UNDIVIDED 13.33% AND LORIN B. FLYER, TRUSTEE OF THE LORIN FLYER TRUST DATED 5/14/1992, AS TO AN UNDIVIDED 36.68% AS TO THE REMAINDER OF PARCEL 1.

LORIN B. FLYER, TRUSTEE OF THE LORIN FLYER TRUST UNDER THE WILL OF HOWARD M. FOX, AS TO AN UNDIVIDED 50% INTEREST, AS TO PARCEL 2 AND HRO INVESTMENTS, L.P., A CALIFORNIA LIMITED PARTNERSHIP, AS TO AN UNDIVIDED 50% INTEREST, AS TO PARCEL 2.

#### LEGAL DESCRIPTION:

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

THAT PORTION OF FRACTIONAL SECTION 19, TOWNSHIP 2 SOUTH, RANGE 14 WEST, IN THE RANCHO SAUSAL REDONDO, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1 PAGES 507 AND 508 OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AS SAID SECTION IS SHOWN ON THE MAP FILED IN CASE NO. 11629 SUPERIOR COURT OF SAID COUNTY ON JUNE 21, 1890, A COPY OF SAID MAP APPEARS IN THE FILES OF THE COUNTY SURVEYORS OF SAID COUNTY AS CLERK'S FILED MAP NO. 218, CONVEYED TO HARRY J. QUINN ET AL. BY DEEDS RECORDED JUNE 21, 1956 AS INSTRUMENT NO. 1893, IN BOOK 51523 PAGE 236 AND AS INSTRUMENT NO. 1894, IN BOOK 51523 PAGE 239, BOTH OF OFFICIAL RECORDS, LYING NORTHEASTERLY OF A LINE PARALLEL WITH AND 100 FEET SOUTHWESTERLY, MEASURED AT RIGHT ANGLES, FROM THE SOUTHWESTERLY LINE OF A STRIP OF LAND 50 FEET WIDE, DESCRIBED IN DEED TO CALIFORNIA CENTRAL RAILWAY COMPANY, RECORDED IN BOOK 486 PAGE 12 OF DEEDS, RECORDS OF SAID COUNTY.

EXCEPT THEREFROM THAT PORTION OF SAID LAND WITHIN THE FOLLOWING DESCRIBED BOUNDARIES:

BEGINNING THE WESTERLY LINE OF SEPULVEDA BOULEVARD, 100 FEET WIDE THE CENTER LINE OF SAID BOULEVARD BEING SHOWN IN THE COUNTY SURVEYORS FILED MAP BOOK 522 PAGES 14, 21 AND 31 ON FILE IN THE OFFICE OF THE ENGINEER OF SAID COUNTY, DISTANT ALONG SAID WESTERLY LINE SOUTH 12°38'35" EAST, 152 FEET FROM SAID SOUTHWESTERLY LINE; THENCE NORTH 12°38'35" WEST, 66 FEET; THENCE SOUTH 77°21'25" WEST, TO SAID PARALLEL LINE; THENCE SOUTHEASTERLY IN A DIRECT LINE TO THE POINT OF BEGINNING.

ALSO EXCEPT THEREFROM ALL OIL, GAS, PETROLEUM AND OTHER HYDROCARBONS AND MINERALS, BUT WITHOUT THE RIGHT OF ENTRY TO THE SURFACE OF SAID LAND, AS RESERVED BY THE LOS ANGELES COUNTY FLOOD CONTROL DISTRICT, A BODY CORPORATE AND POLITICAL, IN DEED RECORDED MARCH 17, 1975 IN BOOK D-6588 PAGE 880 OF OFFICIAL RECORDS.

PARCEL 2: (APN: 4110-001-006 AND 4110-001-007)

THAT PORTION OF FRACTIONAL SECTION 19, TOWNSHIP 2 SOUTH, RANGE 14 WEST, IN THE RANCHO SAUSAL REDONDO, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1 PAGES 507 AND 508 OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AS SAID SECTION IS SHOWN ON THE MAP FILED IN CASE NO. 11629 SUPERIOR COURT OF SAID COUNTY ON JUNE 21, 1890, A COPY OF SAID MAP APPEARS IN THE FILES OF THE COUNTY SURVEYORS OF SAID COUNTY AS CLERK'S FILED MAP NO. 218, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF A LINE PARALLEL TO AND DISTANT 2092.11 FEET, MEASURED AT RIGHT ANGLES, NORTHERLY FROM THE SOUTHERLY LINE OF SAID SECTION 19, WITH A LINE PARALLEL TO AND DISTANT 33.00 FEET, MEASURED AT RIGHT ANGLES, EASTERLY FROM THE WESTERLY LINE OF SAID SECTION 19; THENCE NORTH 00°46'40" EAST, 397.96 FEET, MORE OR LESS, ALONG SAID LINE PARALLEL TO SAID WESTERLY LINE, TO A POINT IN THE SOUTHWESTERLY LINE OF THE PACIFIC ELECTRIC RAILWAY RIGHT OF WAY (50 FEET WIDE) WHICH LIES IMMEDIATELY ADJACENT TO AND SOUTHWESTERLY OF CENTINELA AVENUE (60 FEET WIDE) AS SHOWN ON MAP NO. 8521 ON FILE IN THE OFFICE OF THE COUNTY SURVEYOR OF SAID LOS ANGELES COUNTY; THENCE SOUTH 60°30'20" EAST, 317.29 FEET, ALONG SAID SOUTHWESTERLY LINE, TO A POINT IN THE SOUTHWESTERLY LINE OF SEPULVEDA BOULEVARD (100 FEET WIDE) AS SHOWN ON MAP NO. B0914-2 ON FILE IN THE OFFICE OF THE COUNTY SURVEYOR; THENCE SOUTH 12°46'15" EAST, 247.06 FEET, MORE OR LESS, ALONG SAID SEPULVEDA BOULEVARD, TO AN INTERSECTION WITH A LINE PARALLEL TO AND DISTANT 2092.11 FEET, MEASURED AT RIGHT ANGLES, NORTHERLY FROM THE SOUTHERLY LINE OF SAID SECTION 19, THENCE SOUTH 89°52'10" WEST, 336.16 FEET ALONG SAID LAST MENTIONED PARALLEL LINE TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THAT PORTION OF SAID LAND LYING NORTHERLY OF A LINE DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE WESTERLY LINE OF SEPULVEDA BOULEVARD, DISTANT THEREON SOUTH 12°46'15" EAST, 86.00 FEET, FROM THE SOUTHWESTERLY LINE OF THAT STRIP OF LAND 50 FEET WIDE AS DESCRIBED IN DEED TO CALIFORNIA CENTRAL RAILWAY COMPANY, RECORDED IN BOOK 486 PAGE 12 OF DEEDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE SOUTH 77°29'05" WEST, TO A LINE WHICH IS PARALLEL WITH AND 100 FEET SOUTHWESTERLY, MEASURED AT RIGHT ANGLES FROM SAID SOUTHWESTERLY LINE OF THE 50 FOOT STRIP OF LAND; THENCE ALONG SAID PARALLEL LINE, NORTH 60°30'20" WEST TO THE WESTERLY LINE OF SAID LAND.

#### TITLE EXCEPTIONS:

ITEMS SHOWN AS (1) HAVE BEEN PLOTTED ON THE SURVEY.

1. - 6. TITLE COMPANY NOTES

7. - 11. TAXES

12. WATER RIGHTS

13. AN EASEMENT IN FAVOR OF THE CITY OF LOS ANGELES, FOR ROADS AND INCIDENTAL PURPOSES, RECORDED JULY 30, 1938 AS INSTRUMENT NO. 1042, IN BOOK 14325 PAGE 77 OF OFFICIAL RECORDS, (DOCUMENT DESCRIBES SEPULVEDA BOULEVARD, 100 FEET WIDE)

14. COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS IN THE DOCUMENT RECORDED FEBRUARY 14, 1950 AS INSTRUMENT NO. 3182, IN BOOK 32261 PAGE 350 OF OFFICIAL RECORDS, (NOTHING TO PLOT)

15. COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS IN THE DOCUMENT RECORDED JUNE 21, 1956 AS INSTRUMENT NO. 1893, IN BOOK 51523 PAGE 349 OF OFFICIAL RECORDS, (NOTHING TO PLOT)

16. AN EASEMENT IN FAVOR OF LOS ANGELES COUNTY FLOOD CONTROL, FOR FLOOD, STORM AND OTHER WASTE WATER AND INCIDENTAL PURPOSES, RECORDED JANUARY 23, 1959 AS INSTRUMENT NO. 3941 OF OFFICIAL RECORDS, (PLOTTED HEREON)

17. AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA GAS COMPANY OF CALIFORNIA, FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 02, 1965 AS INSTRUMENT NO. 3436 OF OFFICIAL RECORDS, (PLOTTED HEREON)

18. AN EASEMENT IN FAVOR OF THE CITY OF LOS ANGELES FOR SANITARY SEWERS AND INCIDENTAL PURPOSES, RECORDED JULY 08, 1970 AS INSTRUMENT NO. 1866 OF OFFICIAL RECORDS, (PLOTTED HEREON)

19. AN EASEMENT IN FAVOR OF SHELL OIL COMPANY FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 13, 1973 AS INSTRUMENT NO. 3285 OF OFFICIAL RECORDS, (PLOTTED HEREON)

20. THIS ITEM HAS BEEN INTENTIONALLY DELETED.

21. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "GENERAL COVENANT AND AGREEMENT" RECORDED NOVEMBER 14, 1990 AS INSTRUMENT NO. 90-1912467 OF OFFICIAL RECORDS, (NOTHING TO PLOT)

22. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "DECLARATION OF COVENANTS AND AGREEMENTS COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN ORDINANCE NO. 160.594" RECORDED NOVEMBER 20, 1990 AS INSTRUMENT NO. 90-1941632 OF OFFICIAL RECORDS, (NOTHING TO PLOT)

23. RIGHTS OF PARTIES IN POSSESSION.

#### MONUMENT AND ESTABLISHMENT NOTES:

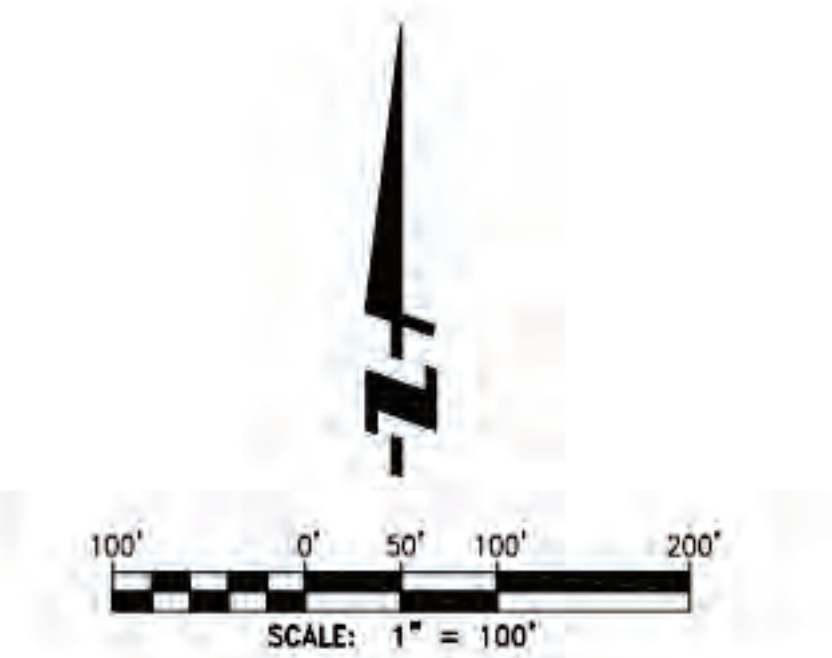
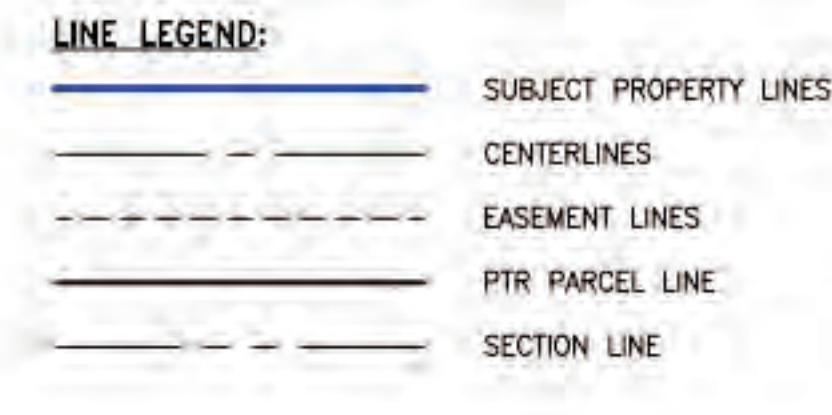
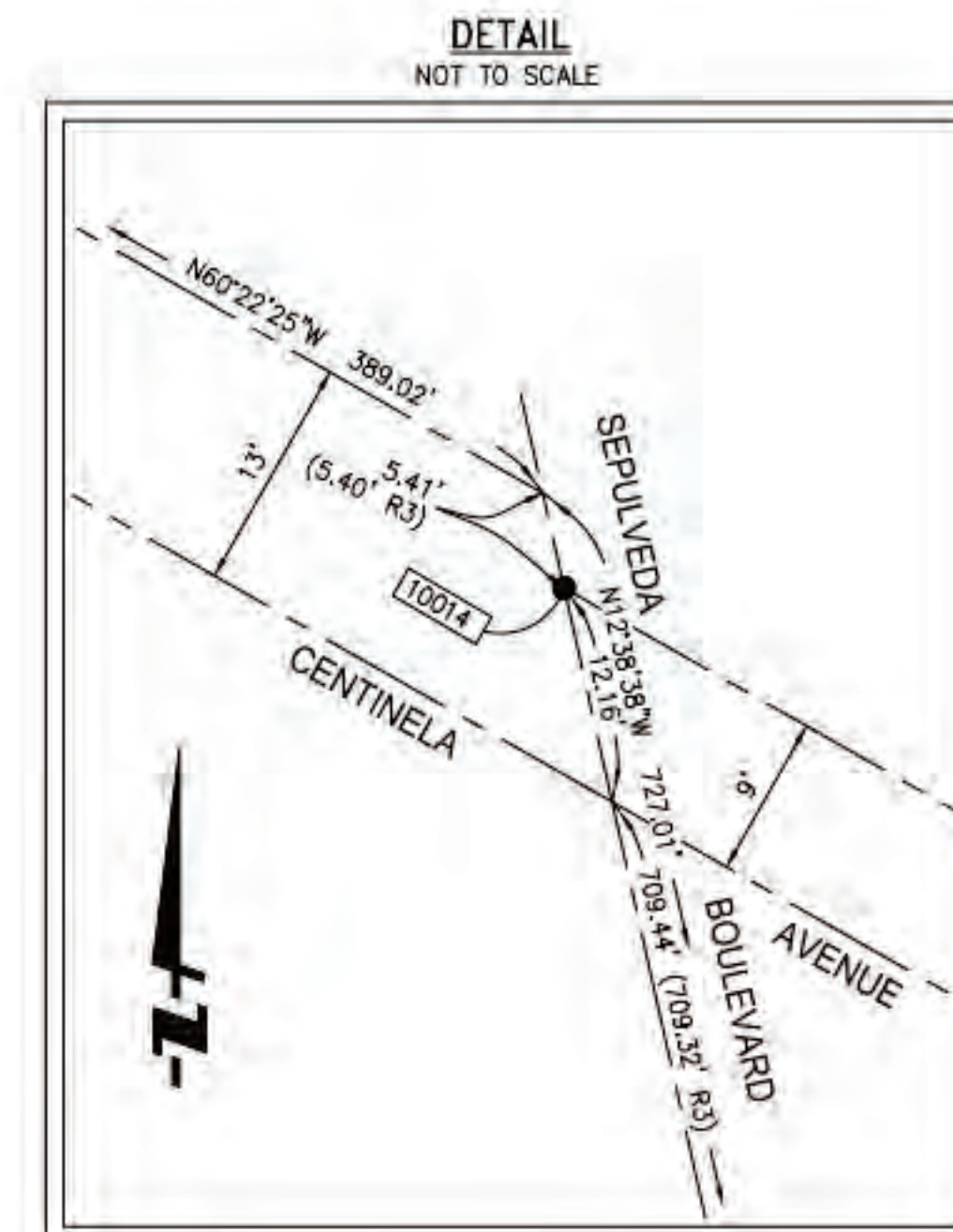
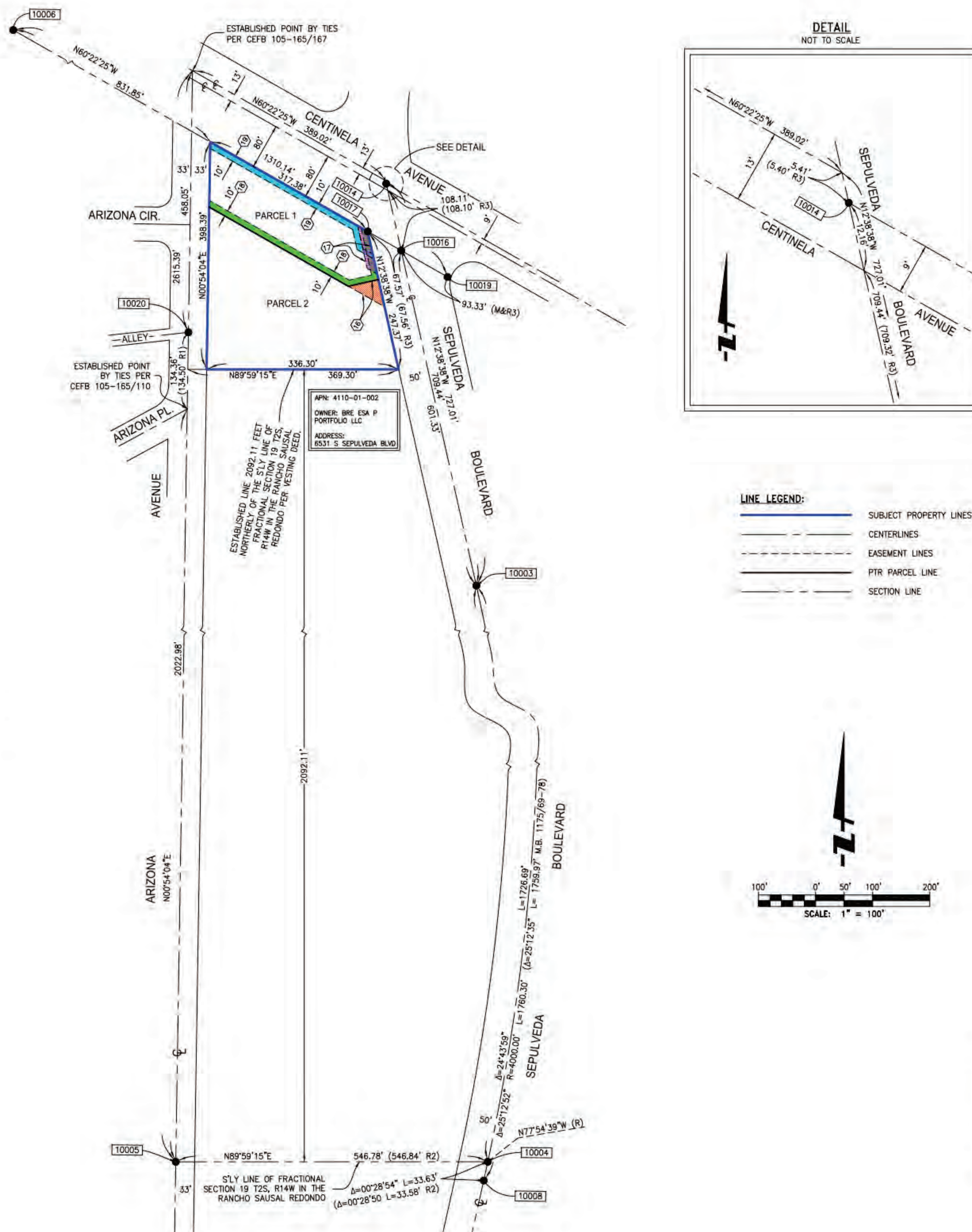
- INDICATES FOUND MONUMENT AS NOTED BELOW
- 10003 FOUND MAG NAIL AND WASHER "LA CITY SURVEYOR", FLUSH, NO REFERENCE, ACCEPTED AS B.C.
- 10004 FOUND 2" I.P. WITH TAG "L.S. 4574", FLUSH, NO REFERENCE, ACCEPTED AS POINT ON THE SLY LINE OF FRACTIONAL SECTION 19 T2S, R14W IN THE RANCHO SAUSAL REDONDO.
- 10005 FOUND 2" I.P. WITH SCREW AND TAG, R.C.E. 29108 IN WELL MONUMENT PER R2.
- 10006 FOUND 2" I.P. WITH TAG "L.S. 5000" PER P.W.F.B. 1016/579, DN. 0.5'
- 10008 LEAD, TACK AND TAG, R.C.E. 29108 AT E.C. PER R2.
- 10014 FOUND HEX BAR IN S.S.M. PER CEFB 105-165/168, DN. 1.3'.
- 10016 FOUND SPIKE AND WASHER "LA CITY ENGINEER" PER CEFB 105-165/168, FLUSH.
- 10017 FOUND 1" I.P. "L.S. 2304" PER CEFB 105-165/168, FLUSH.
- 10019 FOUND LEAD AND TACK PER CEFB 105-165/168.
- 10020 FOUND MAG NAIL AND WASHER "LA CITY SURVEYOR", FLUSH, PER CEFB 105-165/109.

#### RECORD REFERENCES:

- R1 TRACT NO. 22262, M.B. 632/28-29
- R2 TRACT NO. 63486, M.B. 1366/25-26
- R3 CEFB 105-165/168

#### BASIS OF BEARINGS:

THE BEARING NORTH 12°38'36" WEST OF THE CENTERLINE OF SEPULVEDA BOULEVARD, AS SHOWN AS NORTH 12°50'05" WEST ON TRACT NO. 49299, M.B. 1175/69-78, RECORDS OF LOS ANGELES COUNTY.



#### ALTA/NSPS TABLE A ITEMS:

- ITEM 2 THE SITE ADDRESS OBSERVED WHILE CONDUCTING THE SURVEY IS: 6501 AND 6521 S. SEPULVEDA BOULEVARD, AND 6520 ARIZONA AVENUE, LOS ANGELES, CA.
- ITEM 3 THE LAND SHOWN ON THIS SURVEY LIES WITHIN FLOOD ZONE "X" (UNSHADED) BEING DESCRIBED AS AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN PER FLOOD INSURANCE RATE MAP (FIRM) COMMUNITY PANEL NUMBER 06037017607, EFFECTIVE DATE: SEPTEMBER 26, 2008.
- ITEM 4 THE GROSS LAND AREA IS: 96,030 SF / 2.205 ACRES
- ITEM 5 THE CONTOURS AND ELEVATIONS SHOWN HEREON ARE BASED ON THE FOLLOWING BENCH MARK:  
BM No.: 17-03391 ELEV.: 30.474' (CITY OF LOS ANGELES BENCH MARK)  
DATUM: NAVD 88  
DESCRIPTION: USGCS DISC \*STAMP: M-776 RESET 1962\* AT NLY END HANDRAIL BFT W/O W CURB SEPULVEDA BLVD; 41FT S/O BCR S/O CENTINELA AVE; FORMER BRIDGE \* RESET 1962 \*  
CONTOUR INTERVAL=1'
- ITEM 6(a) AND 6(b) A ZONING REPORT OR LETTER HAS NOT BEEN PROVIDED TO THE SURVEYOR.
- ITEM 7(a) SEE THE SURVEY PLAT FOR EXTERIOR DIMENSIONS OF BUILDINGS AT GROUND LEVEL.
- ITEM 7(b)(1) SEE THE SURVEY PLAT FOR THE SQUARE FOOTAGE OF THE EXTERIOR FOOTPRINT OF BUILDINGS AT GROUND LEVEL.
- ITEM 7(c) SEE THE SURVEY PLAT FOR THE MEASURED HEIGHT ABOVE GRADE OF BUILDINGS.
- ITEM 8 SEE THE SURVEY PLAT FOR SUBSTANTIAL FEATURES OBSERVED IN THE PROCESS OF CONDUCTING THE SURVEY.
- ITEM 9 SEE THE SURVEY PLAT FOR PARKING STRIPING AND TYPE OF PARKING SPACE. THE PARKING COUNT IS AS FOLLOWS:  
REGULAR SPACES 102  
HANDICAP SPACES 7  
TOTAL SPACES 109
- ITEM 10(c)(b) THERE ARE NO PARTY WALLS ON THE SUBJECT PROPERTY.
- ITEM 11 (INFORMATION PENDING)
- ITEM 13 SEE THE SURVEY PLAT FOR THE NAMES OF ADJOINING OWNERS.
- ITEM 14 SEE THE SURVEY PLAT FOR THE DISTANCE TO THE NEAREST INTERSECTING STREET.
- ITEM 15 THE TOPOGRAPHIC INFORMATION SHOWN HEREON WAS COMPILED PHOTOGRAMMETRICALLY FROM AERIAL DRONE PHOTOGRAPHY DATED 9/21/2020 AND SUPPLEMENTED BY A FIELD SURVEY COMPLETED IN SEPTEMBER, 2020.
- ITEM 16 THERE IS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK WITHIN RECENT MONTHS.
- ITEM 17 (INFORMATION PENDING)
- ITEM 18 THE SURVEYOR DID NOT OBSERVE DELINEATION MARKERS FOR WET LAND AREAS ON THE SUBJECT PROPERTY.
- ITEM 19 THE COMMITMENT DID NOT LIST OFFSITE EASEMENTS OR SERVITUDES BENEFITING THE SURVEYED PROPERTY.
- ITEM 20 A PROFESSIONAL LIABILITY INSURANCE POLICY IS IN EFFECT THROUGHOUT THE CONTRACT TERM.

#### SURVEYOR'S CERTIFICATE:

TO: XXXXXXXXXXXX, AND FIRST AMERICAN TITLE INSURANCE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 6(a), 6(b), 7(c), 7(b)(1), 8, 9, 10(a), 10(b), 13, 14, 15, 16, 17, 18, 19, 20, AND 21 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON AUGUST 22, 2020.

RURT R. TROXELL, L.S. 7854 DATE  
EMAIL: ktroxell@fusco.com



NO.	DATE	REVISION

FEI REFERENCE:



ALTA/NSPS LAND TITLE SURVEY  
of: 6501, 6503, 6505, 6507, 6511, 6515, 6521  
S. SEPULVEDA BLVD. AND  
6504, 6508, 6512 5520 ARIZONA AVENUE,  
LOS ANGELES, CA.  
for: FRH REALTY  
SAN DIEGO, CA

DATE: 9/17/2020  
FN: 1481-004 ALTA  
JN: 1481-004-01  
DRAWN BY: GTS  
CHECKED BY: KRT  
SHEET 1 OF 2



Form B-952a

CITY OF LOS ANGELES  
**Certificate of Occupancy**  
NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

Issued  
Address of Building: Lec. 30, 1957  
Permit No. and Year: 6521-27 Sepulveda Blvd.  
LA65830/68684-1957 and LA60349/1956

This certifies that, so far as ascertained by or made known to the undersigned, the building at above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act, for following occupancies:

One-story, Type V, 100'x86' (irregular) Restaurant and Store Building - 187 Occupants, 6 required parking spaces  
E-21/G Occupancy

G. E. MORRIS,  
Superintendent of Building

By: R. H. GROVERMAN JR.

Form B-952a

CITY OF LOS ANGELES  
**Certificate of Occupancy**  
NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

Issued  
Address of Building: 6521-27 Sepulveda Blvd.  
Permit No. and Year: Henn's Restaurant

This certifies that, so far as ascertained by or made known to the undersigned, the building at above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act, for following occupancies:

Occupancy Load Sign Delivered: 10-8-57  
Dining Room: 187 Persons

G. E. MORRIS,  
Superintendent of Building

By: Mittenzwei

1 APPLICATION TO CONSTRUCT NEW BUILDING AND FOR CERTIFICATE OF OCCUPANCY  
CITY OF LOS ANGELES DEPT. OF BUILDING AND SAFETY

1. LEGAL TRACT: Portion of Sec. 19, Twp. 2 S., Range 14 W., 1339  
JOB ADDRESS: 6521-27 Sepulveda Blvd.  
2. BETWEEN CROSS STREETS: Centinela Ave. AND 74th St.  
3. PURPOSE OF BUILDING: Restaurant & Store Bldg.  
4. OWNER: Howard Fox & Harry Quinn  
5. OWNER'S ADDRESS: 601 N. Alpine Dr. Bev. Hills Gr. 61278  
6. CERT. ARCH: Jacob Tracht G-1017 Ol. 23888  
7. LIC. ENGR: Joe Solomon CE 7285 Ho. 70760  
8. CONTRACTOR: owner  
9. CONTRACTOR'S ADDRESS: owner

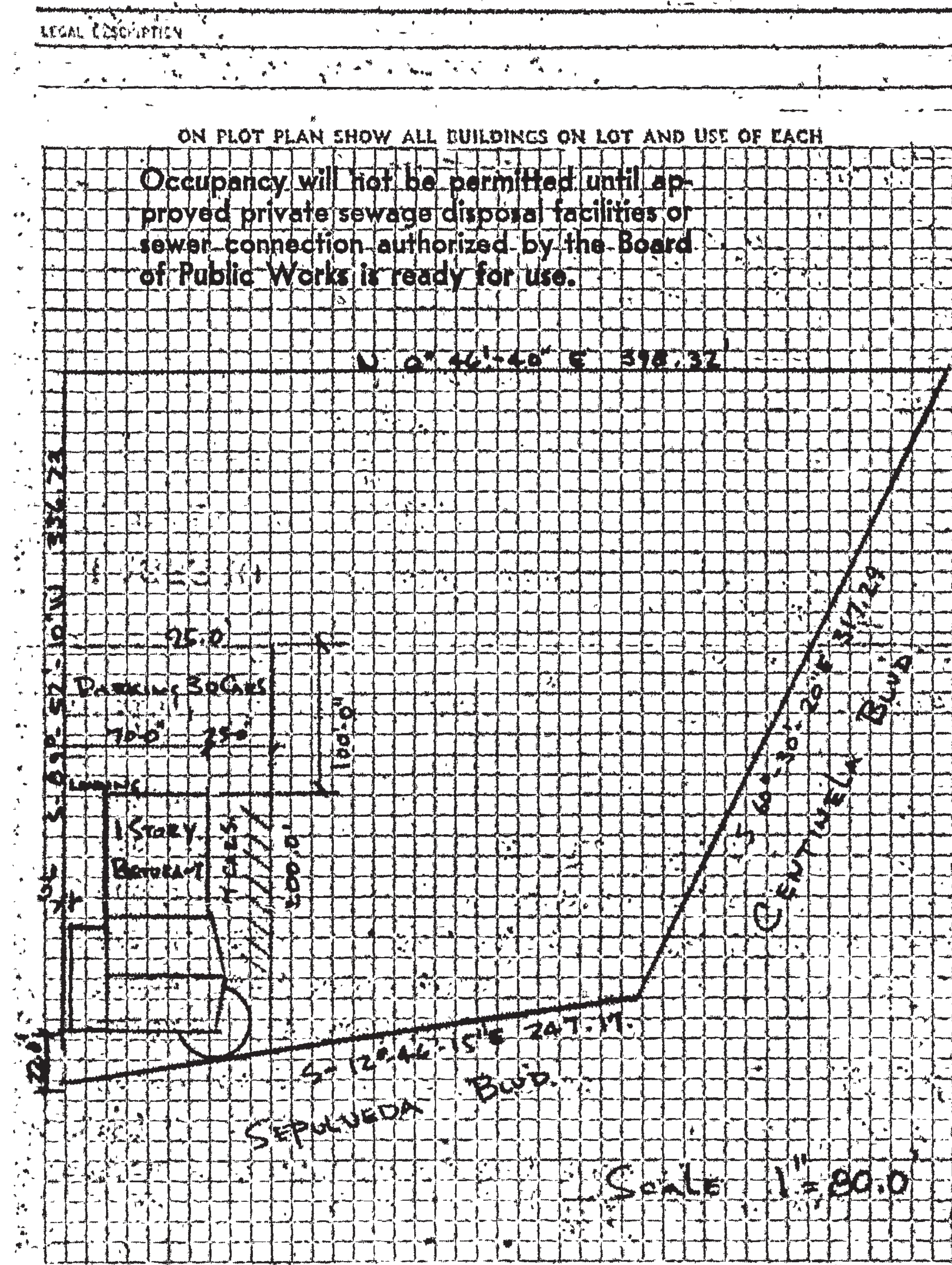
10. SIZE OF NEW BLDG.: 70'x100' 1 STORY 17' HEIGHT NO. OF EXISTING BUILDINGS ON LOT AND USE: none  
11. MATERIAL: WOOD STUCCO METAL BRICK CONC. BLOCK CONCRETE ROOF CONST. WOOD CONC. STEEL OTHER ROOFING: comp. SPRINKLERS: none SPECIFIED  
12. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. \$ \$42,000.00

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

Jacob Tracht  
SIGNED

Form B-1 1-6018

THAT PART OF THE S.W. 1/4 Sect. 19, T. 2 S., R. 14 W., S.B.M., DESCRIBED AS FOLLOWS - PTN LYING N OF A LINE PARALLEL WITH AND NORTHERLY 202.0 FT. FROM S. LINE OF SAID SECTION 19 - AND BOUNDED ON N. BY P.E.R.R. R/W, BOUNDED ON W. BY ARIZONA AVE. (66 ft. WIDE), BOUNDED ON E. BY SEPULVEDA BLVD. (100 ft. WIDE.)





## Appendix B. Resumes

## Resume

### KATIE E. HORAK

#### Principal | Architectural Historian & Preservation Planner

Katie is a Los Angeles-area native and Principal in ARG's Los Angeles office. She has eighteen years experience in the field of historic resource management in both the public and private sectors. Katie is a recognized leader in the industry, bringing creative and innovative solutions to complex issues related to historic site documentation, management, and adaptive re-use. Katie brings additional experience with California Environmental Quality Act (CEQA) compliance documentation, historic structure reports, determinations of eligibility, design review, and Mills Act Property Tax Abatement Program administration.

#### Relevant Project Experience

- The Trust Building, 433 S. Spring St, Rehabilitation and Seismic Upgrade, Los Angeles, CA
- Lucas Museum of Narrative Art EIR, Historical Resources Technical Report, Los Angeles, CA
- California State University Long Beach, Historic Preservation Consulting, Long Beach, CA
- The Factory at Robertson Lane, Historic Preservation Consulting and Technical Report under CEQA, West Hollywood, CA
- Founders Church of Religious Science, Paul R. Williams, National Register Nomination and HSR, Los Angeles, CA
- Former MCA Headquarters, Paul R. Williams, Beverly Hills Landmark Application, Beverly Hills, CA
- Beverly Fairfax Historic District Historic Resources Survey and National Register Nomination, Los Angeles, CA
- Claremont McKenna College, Historical Resources Technical Report under CEQA, Claremont, CA
- CBS Television City, Historic Consulting, Los Angeles, CA
- The Barker Bros 722 S. Broadway Rehabilitation, Los Angeles, CA
- Pomona College Master Plan EIR, Historical Resources Technical Report under CEQA, Claremont, CA
- Century Plaza Hotel, Historical Resources Technical Report under CEQA, Los Angeles, CA
- 1800 Stewart Street, Historic Resource Evaluation under CEQA, Santa Monica, CA
- 710 Wilshire, Historical Resources Technical Report under CEQA, Santa Monica, CA
- 86 S. Fair Oaks, Central Park Apartments, Pasadena, CA
- Los Angeles Union Station, Historic Structures Report and on-going Historic Preservation Consultation, Los Angeles, CA
- First Congregational Church, Adaptive Re-Use Study, Pasadena, CA



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#### Education

Master of Heritage Conservation,  
University of Southern California

University of Oregon, Eugene  
Historic Preservation Field School  
in Canova, Italy

Bachelor of Arts, Art (Painting/  
Drawing), Whitworth College,  
Spokane, Washington

Meets the *Secretary of  
the Interior's Professional  
Qualifications Standards* in  
Architectural History

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#### Memberships

Secretary, Docomomo US

Founding President, Docomomo  
US, Southern California Chapter

Los Angeles Conservancy

National Trust for Historic  
Preservation

Society of Architectural  
Historians, Southern California  
Chapter

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#### Academic Involvement

Leadership Council, USC Alumni  
Real Estate Network

Adjunct Assistant Professor,  
University of Southern California.

Current courses taught:  
*Introduction to Historic Site  
Documentation, and Advanced  
Documentation: Historic  
Resources Surveys*



## Resume

### EVANNE ST. CHARLES, LEED AP O+M

#### Senior Associate | Architectural Historian & Preservation Planner

Evanne is an Architectural Historian and Preservation Planner in ARG's Los Angeles office with academic and professional training in historic preservation planning. Evanne has worked with ARG since 2013, first as a planning intern and later hired as a full-time staff member. Her experience includes historic structure reports, historic resource evaluations, landmark nominations, historic resources surveys, California Environmental Quality Act (CEQA) compliance documentation, Mills Act Property Tax Abatement Program administration, and federal historic preservation tax credit applications. Evanne is also actively involved with the Association for Preservation Technology International (APT) Technical Committee on Sustainable Preservation.

#### Relevant Project Experience

- City of South Pasadena, ADUs Design Standards and Guidelines for Historic Properties, South Pasadena, CA (On-going)
- Santa Fe Railway Depot, Historic Preservation Certification Application for Federal Historic Tax Credits, Redlands, CA
- City Transfer and Storage Company Warehouse, Historic Preservation Certification Application for Federal Historic Tax Credits, Redlands, CA
- Harrower Laboratory and Clinic, Rehabilitation Study, Glendale, CA
- Echo Bay Developed Area, National Register Nomination, Lake Mead National Recreation Area, NV
- Katherine Landing Mission 66 Historic District, National Register Nomination, Lake Mead National Recreation Area, AZ
- Willow Beach Developed Area, Determination of Eligibility, Lake Mead National Recreation Area, AZ
- Pioneer Yosemite History Center, National Register Nomination, Yosemite National Park, CA
- Tioga Road Historic District, National Register Nomination, Yosemite National Park, CA
- "Yosemite Mission 66/Parkscape USA History (1956-1973)" Historic Context, Yosemite National Park, CA
- Big Oak Flat Entrance Station, Determination of Eligibility, Yosemite National Park, CA
- Hodgdon Meadow Campground, Determination of Eligibility, Yosemite National Park, CA
- Wawona Campground, Determination of Eligibility, Yosemite National Park, CA
- Pleasance House, Historic-Cultural Monument Nomination, Los Angeles, CA
- MCA/Litton Headquarters Complex, Historic Landmark Application, Beverly Hills, CA
- City of Anaheim, On-Call Historic Resources Consulting, Anaheim, CA



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#### Education

Master of Science, Historic Preservation, University of Oregon, Eugene

Bachelor of Arts, Art History with Architecture and Environment Emphasis; Bachelor of Arts, Geography, University of California, Santa Barbara

Meets the *Secretary of the Interior's Professional Qualifications Standards* in Architectural History and History

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#### Memberships/Conferences

Association for Preservation Technology International (APT), Member

APT Technical Committee on Sustainable Preservation, OSCAR Focus Group, Co-Chair

Los Angeles Conservancy, Member

California Higher Education Sustainability Conference, University of California Student Keynote Speaker, 2011

California Higher Education Sustainability Conference, Speaker, LEED EBOM Track, 2010

## Appendix C. Westchester Industrial Tract Map

# Tract No. 22262

## IN THE CITY OF LOS ANGELES

BEING A SUBDIVISION OF A PORTION OF THE EAST ONE-HALF OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 15 WEST, IN THE RANCHO SAUSAL REDONDO AS RECORDED IN BOOK 1, PAGES 507 AND 508 OF PATENTS, RECORDS OF LOS ANGELES COUNTY, STATE OF CALIFORNIA

RECORDED

June 26, 1958  
38 MAY 3 PM  
632  
28

Shalters  
900

SURVEYED BY ENGINEERING SERVICE CORPORATION

The BEARING (N. 0° 46' 40" E.) OF THE CENTER LINE OF ARIZONA AVENUE AS SHOWN ON MAP OF TRACT NO. 16424, AS RECORDED IN BOOK 387, PAGES 36 TO 42, INCLUSIVE, OF MAPS, RECORDS OF LOS ANGELES COUNTY WAS TAKEN AS THE BASIS OF BEARINGS SHOWN ON THIS MAP.

ALL 2" IRON PIPES SHOWN HEREON AS SET ARE 6" BELOW SURFACE OF GROUND

WE HEREBY CERTIFY THAT WE ARE THE OWNERS OF OR ARE INTERESTED IN THE LAND INCLUDED WITHIN THE SUBDIVISION SHOWN ON THE ANNEXED MAP AND WE CONSENT TO THE PREPARATION AND RECORDATION OF SAID MAP AND SUBDIVISION AS SHOWN WITHIN THE COLORED BORDER LINES.

AND WE HEREBY DEDICATE TO THE PUBLIC USE THE STREETS, HIGHWAYS, AND OTHER PUBLIC WAYS, SHOWN ON SAID MAP WITHIN SAID SUBDIVISION.

AND WE HEREBY DEDICATE FOR PUBLIC USE FOR STREET PURPOSES THOSE CERTAIN STRIPS OF LAND DESIGNATED AS FUTURE STREETS ON SAID MAP WITHIN SAID SUBDIVISION, RESERVING TO OURSELVES FOR THE USE OF OURSELVES AND SUCCESSIVE OWNERS OF SAID STRIPS OF LAND, ANY AND ALL ORDINARY USES OF SAID STRIPS OF LAND EXCEPT FOR THE ERECTION OR CONSTRUCTION OF BUILDINGS THEREON AND EXCEPT FOR ACCESS PURPOSES OVER SAID STRIPS OF LAND UNTIL SUCH TIME AS THE LEGISLATIVE BODY SHALL ACCEPT SAME FOR STREET PURPOSES.

AND WE HEREBY DEDICATE FOR PUBLIC USE FOR ALLEY PURPOSES THOSE CERTAIN STRIPS OF LAND DESIGNATED AS FUTURE ALLEY, ON SAID MAP WITHIN SAID SUBDIVISION, RESERVING TO OURSELVES FOR THE USE OF OURSELVES AND SUCCESSIVE OWNERS OF SAID STRIPS OF LAND, ANY AND ALL ORDINARY USES OF SAID STRIPS OF LAND EXCEPT FOR THE ERECTION OR CONSTRUCTION OF BUILDINGS THEREON UNTIL SUCH TIME AS THE LEGISLATIVE BODY SHALL ACCEPT SAME FOR ALLEY PURPOSES.

AND WE HEREBY GRANT AND DEDICATE TO THE CITY OF LOS ANGELES, THE EASEMENT AND RIGHT OF WAY FOR THE EXTENSION OF CERTAIN SLOPES OF FILLS AND/OR CUTS OVER LOTS 27 & 34 TO CONSTRUCT, MAINTAIN, AND LATERALLY SUPPORT FUTURE ALLEY AT REAR OF LOTS 3 TO 14 INCLUSIVE. AS A DEDICATION TO PUBLIC USE, WHILE ALL OF KENTWOOD AVENUE ADJACENT TO THIS SUBDIVISION REMAINS A PUBLIC HIGHWAY, AND FOR SUCH TIME ONLY, WE HEREBY ABANDON ALL RIGHTS OF VEHICULAR INGRESS AND EGRESS FROM LOT 34 TO THE SAID AVENUE, SO THAT THE OWNERS OF SAID LOT 34 ABUTTING THIS HIGHWAY DURING SUCH TIME AS SAID LOT REMAINS IN A RESIDENTIAL ZONE WILL HAVE NO RIGHT OF VEHICULAR ACCESS WHATSOEVER IN THE HIGHWAY AS SUCH EXCEPT THE GENERAL EASEMENT OF TRAVEL WHICH BELONGS TO THE WHOLE PUBLIC. IF ANY CHANGE OF ALIGNMENT OR WIDTH OF SUCH HIGHWAY RESULTS IN THE VACATION OF ANY PART THEREOF ADJOINING THIS SUBDIVISION, SUCH VACATION TERMINATES THE ABOVE DEDICATION AS TO THE PART VACATED.

We hereby dedicate in fee to the City of Los Angeles the strip of land designated as Lot 30, subject to and reserving to ourselves for the use of ourselves and our assignees an Easement for ingress and egress over, along and across said Lot 30, with the use of said easement for ingress and egress being subject to the approval of the City of Los Angeles because of said City's prior rights for the operation, construction, repair, maintenance, removal and replacement at any time of the north outfall sewer. And we hereby dedicate Lot 29 shown on said map within said subdivision, in fee simple to the City of Los Angeles.

And we hereby dedicate to the Los Angeles County Flood Control District an easement over lot 32 for Flood Control purposes, as designated on said map.

And we hereby grant and dedicate to the City of Los Angeles, easements for ingress and egress, sanitary sewer and drainage purposes over the strips of land so designated on said map.

I, J. B. NEWVILLE, HEREBY CERTIFY THAT I AM A REGISTERED CIVIL ENGINEER OF THE STATE OF CALIFORNIA, AND THAT THIS MAP CONSISTING OF 3 SHEETS, CORRECTLY REPRESENTS A SURVEY MADE UNDER MY SUPERVISION IN AUGUST 1956. THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN, THAT THE MONUMENTS SHOWN HEREON ACTUALLY EXIST OR WILL BE IN PLACE BY JULY 31, 1959. THAT THEIR POSITIONS AND CHARACTER ARE CORRECTLY SHOWN AND THAT SAID MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

*J. B. Newville*  
R. E. NO. 5335

THE SIGNATURE OF THE CITY OF LOS ANGELES, A MUNICIPAL CORPORATION, OWNER OF EASEMENTS AS PER DEEDS RECORDED IN BOOK 43213 PAGE 387, IN BOOK 3032 PAGE 170 AND BOOK 36448 PAGE 325, ALL OF OFFICIAL RECORDS OF LOS ANGELES COUNTY HAS BEEN OMITTED UNDER THE PROVISIONS OF SECTION 11587, SUBSECTION (a) OF THE SUBDIVISION MAP ACT, ITS INTEREST IS SUCH THAT IT CANNOT RIPEN INTO A FEE TITLE AND SAID SIGNATURE IS NOT REQUIRED BY THE LOS ANGELES CITY COUNCIL.

In re Acceptance of Interests  
In Land on Map of

Tract No. 22262. It is ordered that an easement over lot 32 offered for dedication be and the same is (are) accepted as such.

The Clerk of this Board is directed to endorse on the face of said map a copy of this order authenticated by the seal of the Board of Supervisors.

I hereby certify that the foregoing order was adopted by the Board of Supervisors at a meeting of said Board held June 4, 1958.  
Harold J. Ostly, County Clerk and Ex-officio Clerk of the Board of Supervisors of the Los Angeles County Flood Control District of the County of Los Angeles, State of California.

*Evelyn Foster* Deputy

State of California } ss  
County of Los Angeles }

On this 19th day of August 1957 before me W. E. HARRIS a Notary Public in and for said County and State, personally appeared Milton L. Raymond, Rudolph S. Wilson and Leonard N. Gilbert, individually, and as joint adventurers of Westchester Industrial Tract, a joint venture, and known to me to be the persons and all of the adventurers of the venture that executed the within instrument and acknowledged to me that they executed the same as individuals and as adventurers of the joint venture and that such joint venture executed the same.

*Wm. E. Harris*  
Notary Public  
My Commission Expires: MAR. 23, 1960

*Milton L. Raymond*  
MILTON L. RAYMOND

*Rudolph S. Wilson*  
RUDOLPH S. WILSON

*Leonard N. Gilbert*  
LEONARD N. GILBERT

DOING BUSINESS AS WESTCHESTER INDUSTRIAL TRACT, A JOINT VENTURE, OWNERS

I hereby certify that a good and sufficient bond in the sum of \$2,900.00 duly approved by the Board of Supervisors of the County of Los Angeles, has been filed with said Board as security for the payment of taxes and special assessments collected as taxes on land shown on map of Tract No. 22262 as required by law.

Harold J. Ostly, County Clerk and Ex-officio Clerk of the Board of Supervisors of the County of Los Angeles, State of California  
By *Gora Fischer* Deputy

Approved June 26, 1958  
JOHN A. LAMBIE, County Engineer  
By *John A. Lambie* Deputy

I HEREBY CERTIFY THAT ALL SPECIAL ASSESSMENTS OF WHICH I AM IN CHARGE, TO WHICH THE LAND INCLUDED IN THE WITHIN SUBDIVISION OR ANY PART THEREOF IS SUBJECT AND WHICH MAY BE PAID IN FULL, HAVE BEEN PAID IN FULL.  
DIRECTOR, BUREAU OF ASSESSMENTS, ROBERT C. MACY  
Date June 10, 1958 Deputy *Robert C. Macy*

I HEREBY CERTIFY THAT THERE IS ON FILE IN THE OFFICE OF THE CITY ENGINEER OF THE CITY OF LOS ANGELES, STATE OF CALIFORNIA, A CERTIFICATE MADE BY THE Title Insurance and Trust Company OF SAID CITY, ORDER NO. 7373592 DATED June 11, 1958, CERTIFYING THAT IT APPEARS FROM THE RECORDS OF SAID CITY AND COUNTY THAT  
*Westchester Industrial Tract*

(ARE) THE ONLY PERSONS WHOSE CONSENT IS REQUIRED FOR THE RECORDING OF THIS MAP BY LAW  
CITY ENGINEER *Lyall A. Pardee*  
DATE June 17, 1958  
*Lyall A. Pardee* Deputy

I HEREBY CERTIFY THAT THE CITY COUNCIL OF THE CITY OF LOS ANGELES APPROVED THE ATTACHED MAP AND ACCEPTED ON BEHALF OF THE PUBLIC ALL THE STREETS, ROADS, ALLEYS, HIGHWAYS, EASEMENTS AND ABANDONMENT OF INGRESS AND EGRESS RIGHTS SHOWN ON SAID MAP AND THEREIN OFFERED FOR DEDICATION EXCEPT THOSE MARKED "FUTURE STREET" AND "FUTURE ALLEY" PROVIDED THAT NOTHING HEREIN CONTAINED SHALL BE CONSTRUED AS AN ACCEPTANCE OF ANY IMPROVEMENTS MADE IN OR UPON ANY STREET, ROAD, ALLEY, HIGHWAY OR EASEMENT SHOWN ON THIS MAP.

DATE June 25, 1958  
WALTER S. PETERSON, City Clerk  
By *Walter S. Peterson* Deputy

I HEREBY CERTIFY THAT I HAVE EXAMINED THIS MAP AND THAT THE SUBDIVISION AS SHOWN HEREON IS SUBSTANTIALLY THE SAME AS IT APPEARED ON THE TENTATIVE MAP AND ANY APPROVED ALTERATIONS THEREOF. THAT ALL PROVISIONS OF CHAPTER 128 STATUTES OF 1943 AS AMENDED STATE OF CALIFORNIA AND IN ALL LOCAL ORDINANCES APPLICABLE AND IN EFFECT AT THE TIME OF THE APPROVAL OF THE TENTATIVE MAP HAVE BEEN COMPLIED WITH AND I AM SATISFIED THAT THIS MAP IS TECHNICALLY CORRECT.

CITY ENGINEER *Lyall A. Pardee*  
DATE June 17, 1958  
*Lyall A. Pardee* Deputy

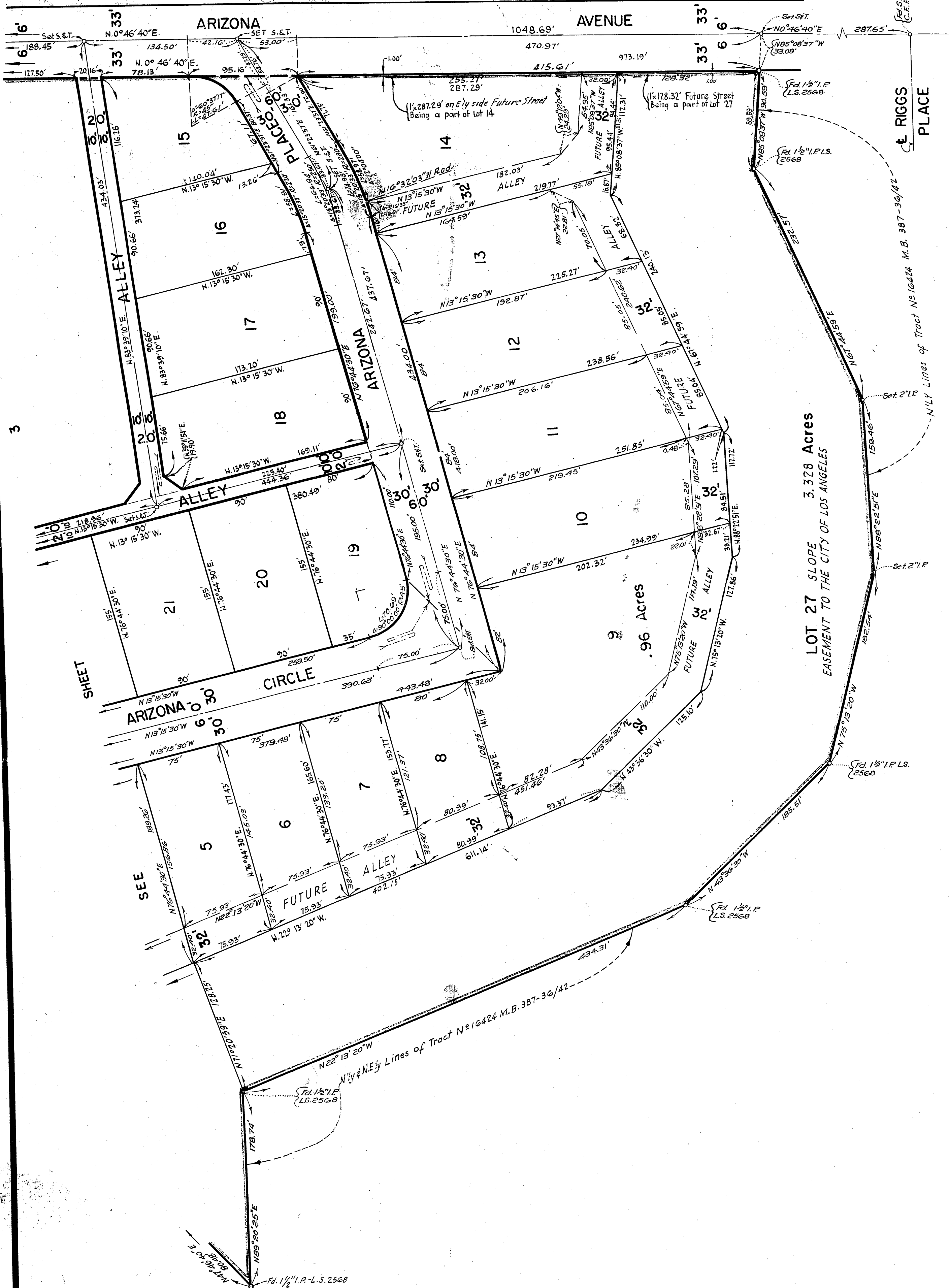
I HEREBY CERTIFY THAT THE CITY COUNCIL OF THE CITY OF LOS ANGELES APPROVED THE ATTACHED MAP AND ACCEPTED ON BEHALF OF THE PUBLIC ALL THE STREETS, ROADS, ALLEYS, HIGHWAYS AND EASEMENTS SHOWN ON SAID MAP AND THEREIN OFFERED FOR DEDICATION EXCEPT THOSE STRIPS MARKED "FUTURE STREET" AND "FUTURE ALLEY" PROVIDED THAT NOTHING HEREIN CONTAINED SHALL BE CONSTRUED AS AN ACCEPTANCE OF ANY IMPROVEMENTS MADE IN OR UPON ANY STREET, ROAD, ALLEY, HIGHWAY OR EASEMENT SHOWN ON THIS MAP.

DATE June 17, 1958  
CITY CLERK *Walter S. Peterson*  
By *Walter S. Peterson* Deputy

IN THE CITY OF LOS ANGELES

**SURVEYED BY ENGINEERING SERVICE CORPORATION**

SCALE  1"=60'



THIS PRESENTATION TO THE COUNTY ENGINEERS

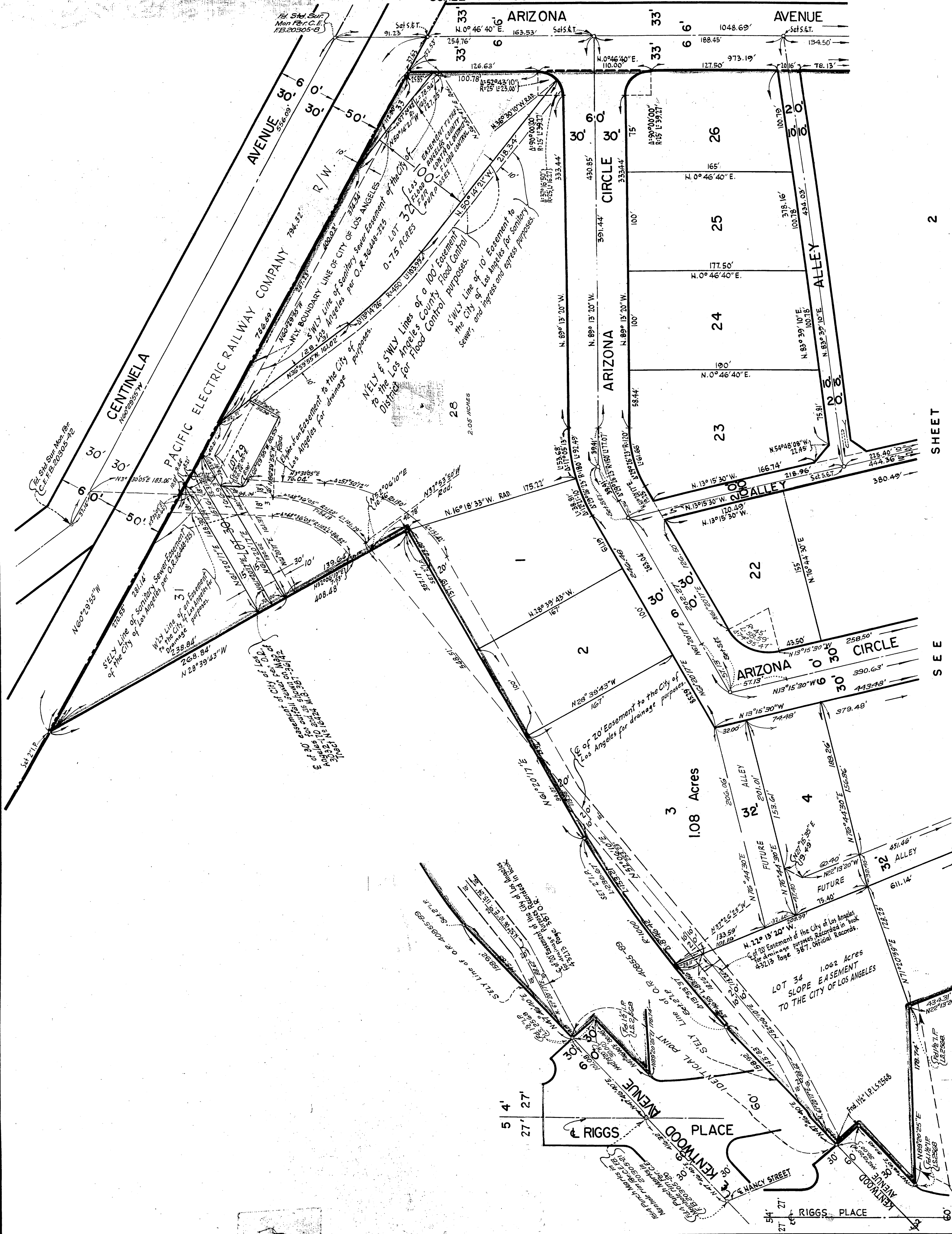


RECORDED

AT REQUEST OF OWNER  
June 26, 1958  
38 3 PM  
632  
30

Shalters

SCALE  1"=60'



2

# THE

L  
 L  
 C

THIS TRACING WAS WATER SOILED PRIOR TO  
SUBMISSION TO THE COUNTY ENGINEERS.

**Appendix D. SurveyLA Historic Resources Survey Report,  
Westchester-Playa del Rey CPA, Historic District Appendix,  
Arizona Circle Industrial District**



#### Description:

The Arizona Circle Industrial Historic District is located in the Westchester area of Los Angeles, in a fully developed area just southwest of the intersection of Sepulveda Boulevard and Centinela Avenue. It is a discrete 17-acre tract of 26 parcels containing industrial buildings constructed between 1959 and 1973. The original tenants were primarily associated with designing and producing components for the aviation/aerospace industry. The district is oriented around a loop formed by Arizona Circle and Arizona Place, accessed from Arizona Avenue. Its layout is partially determined by topography, as it lies at the base of a small range of hills. All of the district's 14 buildings are contributors to the historic district.

District features include parking lots, alleys, sidewalks with curb cuts, and landscaping including shrubs and strips of lawn between the sidewalk and the street. The parcels are fairly large and the buildings are even larger, extending across more than one parcel; most buildings directly abut the sidewalk, with a few exhibiting modest setbacks.

The district's buildings are one story in height, horizontally oriented, and built in a minimal industrial utilitarian interpretation of the Mid-Century Modern style. They were designed to accommodate manufacturing and transportation as well as office activities, and have rear or side loading docks and roll-up garage doors accessed by wide driveways and/or parking lots. Most have flat roofs and are clad in brick with little ornamentation, but some feature slightly more ornate entryways with adornments like mosaic or pebbled tile and floating stairways. The buildings located on corners have angled or curved corner-oriented entryways.

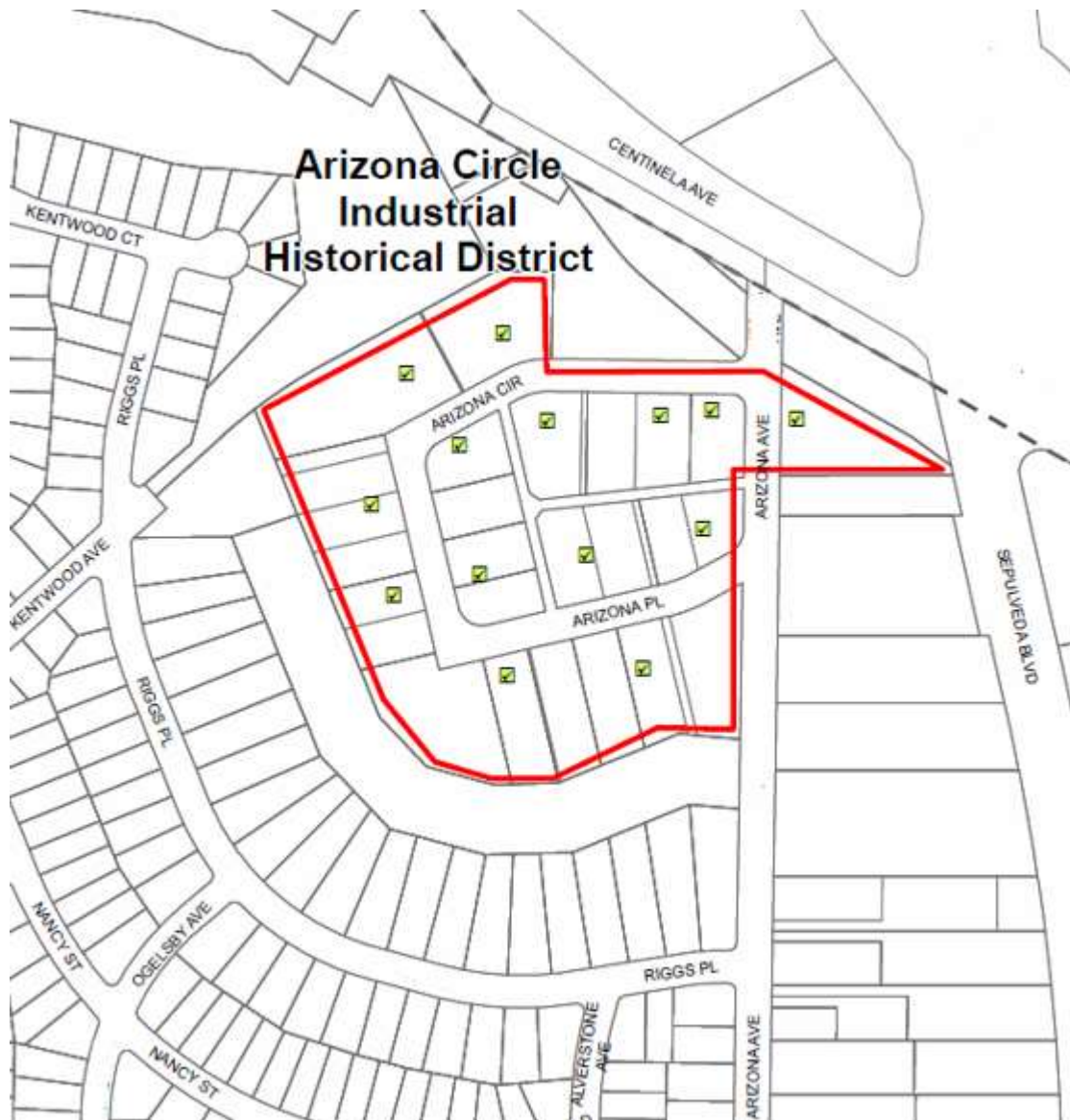
#### Significance:

The Arizona Circle Industrial Historic District is significant as an excellent example of a mid-century industrial tract in Westchester. Located in proximity to the Hughes manufacturing facilities and airport (now Playa Vista), the tract illustrates the rapid growth of the aviation, aerospace, and general manufacturing industries in this part of Los Angeles from the 1950s to the 1970s. It is significant for its strong association with these industries, which played a key role in the economic and physical development of Los Angeles at mid-century. The district's period of significance is 1959-1973, corresponding with its period of development. All of the 14 buildings within its boundary are contributors.

Common alterations to the contributors of the Arizona Circle Industrial Historic District include window and door replacements, addition of security doors, and sign replacement. Contributors retain their original plans, massing, scale, style, and character-defining features.

The Westchester Industrial Tract, as it was referred to in some newspaper articles, was established by industrial developer Robert G. Harris. His development company owned the land and buildings and leased them to industrial tenants including Hughes Tool Co., ITT Kellogg, Consolidated Controls Corp., Genistron Corp., and Beta Engineering. The majority of these tenants engineered and produced components for aviation and aerospace, from navigation equipment to airplane bathroom fixtures. Some, if not all, of the buildings were designed and constructed with specific occupants in mind.

As time went on, some of the original tenants decamped to other locations and their buildings were occupied by a more varied range of commercial light industrial interests, including a wig wholesaler. Today the district's buildings are fully occupied by a mix of commercial and industrial tenants, and remain a remarkably intact collection of industrial buildings dating to Westchester's most dramatic period of development.

**Context 1:**

Context:	Industrial Development, 1850-1980
Sub context:	Manufacturing for the Masses, 1883-1989
Theme:	Factories, 1887-1980
Sub theme:	No SubTheme
Property type:	Industrial
Property sub type:	Manufacturing District
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	Excellent example of a small industrial district located adjacent to the former Hughes Airport and Los Angeles International Airport. A unified concentration of small factory buildings originally associated with various aspects of the aircraft industry.



### Contributors/Non-Contributors:



Address: 6508 S ARIZONA AVE  
Type: Contributor  
Year built: 1967  
Property type/sub type: Industrial-Manufacturing; Factory  
Architectural style: Modern, Mid-Century; Industrial, Utilitarian



Address: 6821 S ARIZONA AVE  
Type: Contributor  
Year built: 1967  
Property type/sub type: Industrial-Manufacturing; Factory  
Architectural style: Modern, Mid-Century; Industrial, Utilitarian



Address: 6361 S ARIZONA CIR  
Type: Contributor  
Year built: 1969  
Property type/sub type: Industrial-Manufacturing; Factory  
Architectural style: Modern, Mid-Century; Industrial, Utilitarian



Address: 6374 S ARIZONA CIR  
Type: Contributor  
Year built: 1959  
Property type/sub type: Industrial-Manufacturing; Factory  
Architectural style: Modern, Mid-Century; Industrial, Utilitarian



Address: 6300 W ARIZONA CIR  
Type: Contributor  
Year built: 1959  
Property type/sub type: Industrial-Manufacturing; Factory  
Architectural style: Modern, Mid-Century; Industrial, Utilitarian



Address: 6320 W ARIZONA CIR  
Type: Contributor  
Year built: 1959  
Property type/sub type: Industrial-Manufacturing; Factory  
Architectural style: Modern, Mid-Century; Industrial, Utilitarian



Address: 6330 W ARIZONA CIR  
Type: Contributor  
Year built: 1960  
Property type/sub type: Industrial-Manufacturing; Factory  
Architectural style: Modern, Mid-Century; Industrial, Utilitarian



Address: 6341 W ARIZONA CIR  
Type: Contributor  
Year built: 1961  
Property type/sub type: Industrial-Manufacturing; Factory  
Architectural style: Modern, Mid-Century; Industrial, Utilitarian



Address: 6344 W ARIZONA CIR  
Type: Contributor  
Year built: 1959  
Property type/sub type: Industrial-Manufacturing; Factory  
Architectural style: Modern, Mid-Century; Industrial, Utilitarian



Address: 6357 W ARIZONA CIR  
Type: Contributor  
Year built: 1965  
Property type/sub type: Industrial-Manufacturing; Factory  
Architectural style: Modern, Mid-Century; Industrial, Utilitarian



Address: 6387 W ARIZONA CIR  
Type: Contributor  
Year built: 1971  
Property type/sub type: Industrial-Manufacturing; Factory  
Architectural style: Modern, Mid-Century; Industrial, Utilitarian



Address: 6305 W ARIZONA PL  
Type: Contributor  
Year built: 1961  
Property type/sub type: Industrial-Manufacturing; Factory  
Architectural style: Modern, Mid-Century; Industrial, Utilitarian



Address: 6315 W ARIZONA PL  
Type: Contributor  
Year built: 1962  
Property type/sub type: Industrial-Manufacturing; Factory  
Architectural style: Modern, Mid-Century; Industrial, Utilitarian



Address: 6334 W ARIZONA PL  
Type: Contributor  
Year built: 1973  
Property type/sub type: Industrial-Manufacturing; Factory  
Architectural style: Modern, Late; Industrial, Utilitarian

Existing Annual VMT:		5,165,845				Fuel
Fleet Mix	auto	91%	4,700,919	gas (mpg)	23.68	198,518.54
	other	9%	464,926	diesel (mpg)	9.43	49,302.87
247,821.41						

Diesel MPG Source: EMFAC2017 (VMT/Fuel Consumption)  
Gasoline MPG Source: EMFAC2017 (VMT/Fuel Consumption)

Project Annual VMT:		6,610,554				
Fleet Mix	auto	91%	6,015,604	gas (mpg)	23.69	253,930.10
	other	9%	594,950	diesel (mpg)	9.43	63,091.18
317,021.29						

Net Project Annual VMT: 1,444,709

Fleet Mix	auto	91%	1,314,685	gas (mpg)	23.68	55,518.80
	other	9%	130,024	diesel (mpg)	9.43	13,788.31
69,307.12						

Worker Fuel (Gasoline, on-road)						
phase	trips	length (miles)	Days	total Miles	MPG	Gallons
Demolition	8	14.7	77	9,055	23.68	382.40
Site Preparation						
Grading	10	14.7	98	14,406	23.68	608.36
Building Construction	350	14.7	630	3,241,350	23.68	136,881.33
Architectural Coating	70	14.7	195	200,655	23.68	8,473.61
146,345.70						

Vender Fuel (Diesel, on-road)						
phase	trips	length (miles)	days	total Miles	MPG	Gallons
Demolition	0	6.9	77	0	9.43	0.00
Site Preparation						
Grading	0	6.9	98	0	9.43	0.00
Building Construction	74	6.9	630	321,678	9.43	34,112.20
Architectural Coating	0	6.9	195	0	9.43	0.00
34,112.20						

Haul Fuel (Diesel, on-road)						
phase	trips	length (miles)	days	total Miles	MPG	Gallons
Demolition	335	14.7	77	379,187	9.43	40,210.66
Site Preparation						
Grading	3750	14.7	98	5,402,250	9.43	572,879.11
Building Construction	0	14.7	630	0	9.43	0.00
Architectural Coating	0	14.7	195	0	9.43	0.00
613,089.77						

Total On-Road Gas 146,345.70  
Total On-Road Diesel 647,201.96

Construction Equipment (Diesel, off-road)								
Phase	Equipment	Units	Hours	HP	Load Factor	Ave. Daily Load Factor	Days	HP Hours
Demolition	Concrete/Industrial Saws	1	8	81	0.73	0.6	77	21,854.45
	Rubber Tired Dozers	1	8	247	0.4	0.6	77	36,516.48
	Tractors/Loaders/Backhoes	3	8	97	0.37	0.6	77	13,264.94
	Excavators	1	8	158	0.38	0.6	77	22,190.78
Site Preparation								
Grading	Rubber Tired Dozers	1	6	247	0.4	0.6	98	34,856.64
	Tractors/Loaders/Backhoes	1	7	97	0.37	0.6	98	14,772.32
	Graders	1	7	187	0.41	0.6	98	31,557.37
	Crawler Tractors	1	7	212	0.43	0.6	98	37,521.46
	Excavators	1	7	158	0.38	0.6	98	24,712.46
	Generator Sets	1	8	84	0.74	0.6	630	187,971.84
Building Construction	cranes	1	6	231	0.29	0.6	630	151,933.32
	forklifts	1	6	89	0.2	0.6	630	40,370.40
	tractors/Loaders/Backhoes	1	6	97	0.37	0.6	630	81,398.52
Architectural Coating	welders	3	8	46	0.45	0.6	630	62,596.80
	Air Compressors	1	6	78	0.48	0.6	195	26,282.88
Total								787,800.67

686,592.00 Total Diesel  
832,937.70 Total fuel

Fuel Usage 39,390.03

HP = horsepower. Gallons of diesel fuel per HP-hour - 0.05.

Equipment assumptions are provided in the CalEEMod output files for the Project and fuel usage estimate of 0.05 gallons of diesel fuel per horsepower-hour is from the SCAQMD CEQA Air Quality Handbook, Table A9-3E.

#### Water Usage for fugitive dust control during construction

Water application rate = 3,020 gallons/acre/day

Each gallon of delivered potable water in Southern California is associated with 0.009727 kWhr of electricity).



POWER SYSTEM  
ENGINEERING  
DIVISION

NEW BUSINESS & CUSTOMER  
SUPPORT SUBSECTION

2633 Artesian Street, Suite 250, Los Angeles CA 90031 (213) 367-6000 **FAX:** (213) 367-6089

## METROPOLITAN SERVICE PLANNING

*George Nino*  
District Engineer

January 5, 2021

Mr. Anthony Navarrete  
16795 Von Karman, Suite 100  
Irvine, California 92606

Dear Mr. Navarrete:

6501 S Sepulveda Bl

This is in response to your letter dated November 4, 2020 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. Any system upgrades or extensions will be completed at the cost of the customer.

If you have any questions regarding this matter, please call Mr. Daniel Rostom at (213) 367-8067.

Sincerely,

*George Nino / DR*  
George Nino  
District Engineer  
Metro Service Planning



701 N. Bullis Rd.  
Compton, CA 90224-9099

October 22, 2020

Fuscoe Engineering, Inc.  
600 Wilshire Blvd, Suite 1470  
Los Angeles, CA 90017  
Attn: Anthony Navarrete

**Subject: Will Serve - 6501 S. Sepulveda Blvd**

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,

Jason Sum  
Pipeline Planning Assistant  
SoCalGas-Compton HQ



LGC Valley, Inc.

Geotechnical Consulting

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***PRELIMINARY GEOTECHNICAL INVESTIGATION REPORT  
FOR THE PROPOSED RESIDENTIAL DEVELOPMENT  
AT 6501 S. SEPULVEDA ROAD,  
CITY OF LOS ANGELES, CALIFORNIA***

***Site Address: 6501 S. Sepulveda Road***

***Dated: October 5, 2020***

***Project No. 203022-01***

***Prepared For:***

***FRH Realty, LLC  
5355 Mira Sorrento Place, Suite 100  
San Diego, California 92121***



**LGC Valley, Inc.**

**Geotechnical Consulting**

October 5, 2020

Project No. 203022-01

Mr. Ed McCoy  
**FRH Realty, LLC**  
5355 Mira Sorrento Place, Suite 100  
San Diego, California 92121

***Subject: Preliminary Geotechnical Investigation Report for the Proposed Residential Development at 6501 S. Sepulveda Road, City of Los Angeles, California***

***Site Address: 6501 S. Sepulveda Road, City of Los Angeles, California***

In accordance with your request, LGC Valley, Inc. (LGC) is providing this preliminary geotechnical investigation report for an approximate 2.5-acre site located at the southwest corner of S. Sepulveda Road and W. Centinela Avenue in the city of Los Angeles, California. The purpose of our investigation was to evaluate the existing onsite geotechnical conditions, review geotechnical and geologic data and maps pertinent to the site, and prepare a geotechnical report, with respect to the proposed residential development, indicating our findings, conclusions, opinions, and recommendations for site development. This report presents the results of our subsurface investigations, and our geotechnical analysis of the collected data, and provides our conclusions, opinions and recommendations with respect to the proposed residential site development.

LGC has reviewed the laboratory test data, procedures and results performed by EGLAB, Inc. (EGL) with respect to the subject site and concurs with and accepts responsibility as geotechnical engineer of record for their work (laboratory testing).

If you have any questions regarding our report, please contact this office. We appreciate this opportunity to be of service.

Respectfully submitted,

**LGC VALLEY, INC.**

Basil Hattar, GE 2734  
Principal Engineer



Matthew Hawley, CEG 2122  
President



BIH/MCH/

Distribution: (6) Addressee



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- Appendix B – Geotechnical Boring Logs
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- Appendix D – ASCE Seismic Hazard Report and Liquefaction and Dry Sand Settlement Analysis
- Appendix E – General Earthwork and Grading Specifications for Rough Grading

## **1.0 INTRODUCTION**

### **1.1 Purpose and Scope of Services**

The main purpose of our geotechnical services was to provide a preliminary geotechnical investigation for an approximate 2.5-acre site located at the southwest corner of S. Sepulveda Road and W. Centinela Avenue in the city of Los Angeles, California. During preparation of this report, LGC identified and evaluated the existing geologic and geotechnical conditions at the site, and provide preliminary geotechnical design criteria for the proposed residential development at 6501 S. Sepulveda Road, City of Los Angeles, California. Recommendations for grading construction, preliminary foundation design for the proposed structures, retaining walls and other relevant aspects of the proposed development are included herein to address the identified site geotechnical constraints. This report includes the results of site exploration, laboratory testing and engineering evaluation, and provides our conclusions, opinions and recommendations with respect to site development.

These items plus other geotechnical conditions are discussed and addressed within this document.

Our scope of services for preparation of this document included:

- Review of geotechnical reports, geologic maps and other documents relevant to the site (Appendix A).
- Perform a site visit to evaluate the existing condition, and mark the geotechnical boring locations.
- A subsurface investigation including the excavation, sampling, and logging of three small-diameter exploratory borings. The borings are labeled B-1 through B-3. Logs of the borings are presented in Appendix B, and their approximate locations are depicted on the Exploration Location Map (Figure 2). All of the excavations were sampled and logged under the supervision of a representative from our firm. The borings were excavated to evaluate the general characteristics of the subsurface conditions on the site including classification of site soils, determination of depth to groundwater, and to obtain representative soil samples.
- Laboratory testing of representative soil samples obtained during our subsurface investigation (Appendix C).
- Perform geotechnical analyses and evaluation of the data.
- Preparation of this report presenting our findings, conclusions, opinions and recommendations with respect to the evaluated geologic and geotechnical conditions at the site.

## ***1.2     Site and Project Description***

The subject site is located at in the West Los Angeles Area at 6501 S. Sepulveda Boulevard in the City of Los Angeles. The site is bounded by Centinela Avenue to the north, Sepulveda Boulevard to the east, Arizona Avenue to the west, and an existing hotel to the south. Based on our review, the site is currently in use as a commercial/retail/restaurant development with parking and appurtenant structures. We assume the future grading of the site is anticipated to consist of minimal design cuts and fills to achieve finish grades.

It is our understanding that the proposed development will consist of a mixed-use residential/retail development consisting of an 8-story podium, with 3-levels concrete and 5-levels of wood construction above over one level of subterranean parking. The development will consist of approximately 374 residential units, and approximately 7,000 SF of retail space on the first level.

## ***1.3     Subsurface Investigation and Laboratory Testing***

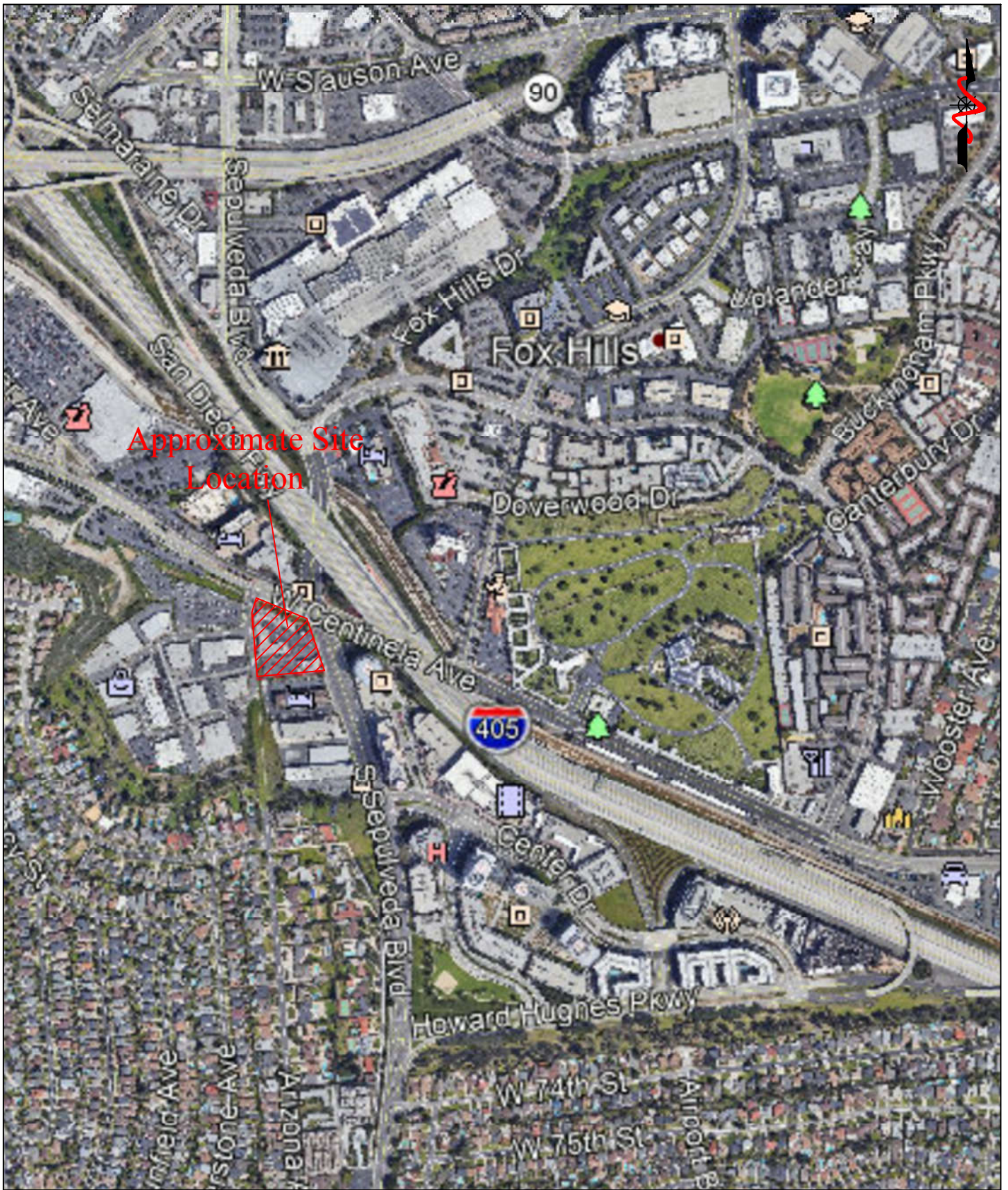
Our subsurface investigation was performed on September 3, 2020, and consisted of three hollow stem auger borings (B-1 through B-3). The borings were extended to depths ranging from 31.5 to 51.5 feet. The approximate locations of the borings are shown on the Exploration Location Map (Figure 2). The exploration location map uses a preliminary base map of Level 1 of the proposed development, prepared by Carrier Johnson + Culture.


The borings were logged by observation of cuttings from the top of the boring, as well as samples collected within the borings at varying intervals to the total depth of the boring. Earth materials encountered within the borings were classified and logged in general accordance with the visual manual procedures of the Unified Soil Classification System. Boring logs of the test holes are presented in Appendix B. Our preliminary review indicates that the site is anticipated to be underlain by existing undocumented fills over alluvial deposits with a historical high groundwater table of between 10 to 20 feet below the existing surface. Other geotechnical items of review included liquefaction and seismically-induced dry sand settlement, remedial removal depths, static settlements, and expansive/corrosive soils.

Based on a review of the seismic hazard zone map for the Venice Quadrangle prepared by the California Geological Survey (CGS, 1999), the majority of the site is located within a State mapped liquefaction hazard area. Because of this zoning, LGC advanced a boring to a depth of approximately 51.5 feet below the ground surface to address the potential for liquefaction. All boring data were used to evaluate the liquefaction potential and to characterize the near-surface geotechnical characteristics of the site. The borings were sampled and logged from the surface under the supervision of a geologist from LGC.

During the subsurface investigation, representative bulk and relatively undisturbed samples were collected for laboratory testing. Laboratory testing was performed by EGLAB, Inc. (EGL), a City of Los Angeles approved testing lab. Laboratory testing was performed on representative soil samples and included moisture and density tests, maximum density and optimum moisture content, sieve analysis, direct shear, Atterberg Limits, expansion, consolidation, and corrosion testing. A summary of the test procedures and printouts of the laboratory test results are presented in Appendix C. The moisture and density test results were presented on the boring logs included in Appendix B.





	<b>Figure 1:</b> <b>Site Location Map</b> West LA 6501 S. Sepulveda Road, City of Los Angeles, California	Project Name	FRH Realty/West LA
		Project No.	203022-01
		Eng. / Geol.	BIH
		Scale	not to scale
		Date	October 2020



## **2.0 GEOTECHNICAL CONDITIONS**

### **2.1 Regional and Local Geology**

The site lies within the Los Angeles Basin, a structural trough located within southern California. The Los Angeles Basin (Basin) is a northwest-trending alluvial lowland plain about 50 miles long and 20 miles wide. Mountains and hills that generally expose late Mesozoic to late Pleistocene-age sedimentary and igneous rocks bound the Basin along the north, northeast, east and southeast. The basin is part of the Peninsular Ranges Geomorphic Province of California, which is characterized by regional compression due to the bend in the San Andreas Fault and sub-parallel blocks sliced longitudinally by young, steeply dipping northwest-trending fault zones. The Basin is a site of active sedimentation, and strata are interpreted to be as much as 31,000 feet thick in the center of the trough. The subject site is located approximately 3.5 miles from the Pacific Ocean and lies on the eastern edge of the Venice USGS 7.5' Quadrangle.

### **2.2 Site-Specific Geology**

The site is composed of undocumented fills placed as a part of previous site improvements underlain by alluvium generally derived from the Santa Monica Mountains and Baldwin Hills. Centinela Creek lies just north of the site. A short distance to the north and west Centinela Creek merges with Ballona Creek which drains to the ocean. Alluvium and Older Alluvium were encountered across the site, mantled by undocumented artificial fill. As encountered during our site investigation, alluvial soils consist predominantly of medium dense to very dense, light to medium brown silty sands with minor gravel, with layers of stiff to very stiff silty clays. The undocumented fills and upper alluvial soils to a depth of 8 feet are generally less dense and are unsuitable to support future improvements, but below the upper 8 feet, the soils are generally medium dense to very dense/stiff to very stiff and slightly moist to moist to the maximum explored depth of approximately 51.5 feet. Groundwater was encountered in the borings at depths of 29 to 32 feet below the existing site grades.

#### **2.2.1 Undocumented Artificial Fill (Afu)**

The site is covered by a veneer of undocumented artificial fill soils, which were placed during previous development of the site. The fill soils encountered were approximately 7 to 8 feet thick and could be thicker elsewhere onsite (i.e. such as underlying the existing structures). These undocumented fills are composed primarily of silty to clayey sands. In general, the fill soils encountered on the site were found to be loose to medium dense and dry to slightly moist. The undocumented fills are not suitable for support of the proposed site improvements.

#### **2.2.2 Quaternary Alluvium (Qal)**

Alluvial soil was encountered below the undocumented fill at the site. As encountered, these soils generally consisted of variable brown, slightly moist to moist, medium dense to very dense silty to clayey sand to sand with local silty clay layers that are medium stiff to very stiff to an approximate depth of 20 to 25 feet across the site. Alluvial soils below the upper 8 feet (below existing grade) were found to be suitable and competent for structural support.

### **2.2.3 Quaternary Older Alluvium (Qoal)**

Older Alluvial soils were encountered below the alluvium at depths below 20 to 25 feet across the site. As encountered, these soils generally consisted of variable light brown to medium gray, slightly moist to wet/saturated, medium dense to very dense silty/clayey sands to sands to the maximum explored depth of approximately 51.5 feet. The encountered older alluvial soils were found to be suitable and competent for structural support.

### **2.3 Geologic Structure**

The site is composed of alluvium underlain by bedrock at significant depth. The alluvium is interpreted as generally massive with some poorly-defined, gradational changes between soil types.

### **2.4 Landslides**

Based on the relatively flat nature of the site and our review of the geologic literature pertinent to the site, there are no indications of landslides close to or within the limits of the site.

### **2.5 Groundwater**

Groundwater was encountered during our site investigations at depths of 29 and 32 feet from south to north; however based on the proposed site design (one level subterranean excavation – bottom approximately 10 feet below existing grades), groundwater is not anticipated to be encountered during site subterranean excavation and construction. Based on a review of the Seismic Hazard Zone Report, the historically highest groundwater is approximately 10 to 20 feet below the existing surface at the site (CGS, 1999). The proposed subterranean excavation is not anticipated to encounter ground water during site construction. In general, groundwater levels in alluvium fluctuate with seasonal variations and local zones of perched groundwater may occur within the near-surface deposits when precipitation is high. For design analysis, a historic high groundwater elevation of 10 feet was considered in the analysis.

### **2.6 Surface Water**

Based on our review of local maps, the site is generally flat with sheet flow generally to the west toward Arizona Avenue. Surface water runoff relative to project design is the purview of the project civil engineer and should be directed away from the planned structure.

### **2.7 Seismicity, Faulting and Related Effects**

#### **2.7.1 Seismicity**

The main seismic parameters to be considered when discussing the potential for earthquake-induced damage onsite are the distances to the causative faults, earthquake magnitudes, and expected ground accelerations. We have performed site-specific analysis based on these seismic parameters for the site and the onsite geologic conditions. The results of our analysis are discussed in terms of the potential seismic events that could be produced by the maximum probable earthquakes. A maximum probable earthquake is the maximum earthquake likely to occur given the known tectonic framework. The active Newport-Inglewood Fault (Los Angeles Basin Segment) is located approximately 2.1 miles (3.4 km).



### 2.7.2 Seismic Design Criteria

The site seismic characteristics were evaluated per the guidelines set forth in Chapter 16, Section 1613 of the 2019 California Building Code (CBC) and ASCE 7-16. Representative site coordinates for the subject site of latitude 33.980668° N and longitude -118.39535° W were utilized in our analyses. The maximum considered earthquake (MCE) spectral response accelerations ( $S_{MS}$  and  $S_{M1}$ ) and adjusted design spectral response acceleration parameters ( $S_{DS}$  and  $S_{D1}$ ) for Site Class D are provided in the following Table 1.

**Table 1**  
**Seismic Design Parameters**

<b>Selected Parameters from 2019 CBC, Section 1613 - Earthquake Loads</b>	<b>Seismic Design Values</b>
Site Class per Chapter 20 of ASCE 7	D
Risk-Targeted Spectral Acceleration for Short Periods ( $S_S$ )	1.884g
Risk-Targeted Spectral Accelerations for 1-Second Periods ( $S_1$ )	0.663g
Site Coefficient $F_a$ per Table 1613.3.3(1)	1.0
Site Coefficient $F_v$ per Table 1613.3.3(2)	N/A
Site Modified Spectral Acceleration for Short Periods ( $S_{MS}$ ) for Site Class D [Note: $S_{MS} = F_a S_S$ ]	1.884g
Site Modified Spectral Acceleration for 1-Second Periods ( $S_{M1}$ ) for Site Class D [Note: $S_{M1} = F_v S_1$ ]	N/A
Design Spectral Acceleration for Short Periods ( $S_{DS}$ ) for Site Class D [Note: $S_{DS} = (2/3) S_{MS}$ ]	1.256g
Design Spectral Acceleration for 1-Second Periods ( $S_{D1}$ ) for Site Class D [Note: $S_{D1} = (2/3) S_{M1}$ ]	N/A
Seismic Design Category (per Section 1613.2.5)	D

Section 1803.5.12 of the 2019 CBC (per Section 11.8.3 of ASCE 7) states that the maximum considered earthquake geometric mean ( $MCE_G$ ) Peak Ground Acceleration (PGA) should be used for geotechnical evaluations. The  $PGA_M$  for the site is equal to 0.887 g (USGS, 2013).

A deaggregation of the PGA based on a 2,475-year average return period indicates that an earthquake magnitude of 6.36 at a distance of approximately 4.1 km (2.55 mi) from the site would contribute the most to this ground motion (USGS, 2008).

### **2.7.3 Faulting**

Based on our review of geologic maps, the subject site is not located within an Alquist-Priolo Special Studies Zone (Hart, 1994) and no active faults are mapped projecting through the subject site. The possibility of damage due to ground rupture from earthquake fault rupture is considered low since active faults are not known to cross the site.

Secondary effects of seismic shaking resulting from large earthquakes on the major faults in the southern California region, which may affect the site, include soil liquefaction and dynamic settlement. Other secondary seismic effects include shallow ground rupture, and seiches and tsunamis. In general, these secondary effects of seismic shaking are a possibility throughout the Southern California region and are dependent on the distance between the site and causative fault and the onsite geology. The major active fault that could produce these secondary effects is the Newport-Inglewood Fault (Los Angeles Basin Segment) as it is located approximately 2.1 miles (3.4 km) from the site. Other active but more distant faults that may result in shaking to the site include the Santa Monica Fault, Palos Verdes Fault, Hollywood Fault, Malibu Coast Fault, Elysian Park Thrust Fault, Raymond Fault, and the Verdugo Fault, among others.

A discussion of liquefaction and these secondary effects is provided in the following sections.

### **2.7.4 Shallow Ground Rupture**

Shallow ground rupture due to active faulting is not likely to occur on site due to the distance from likely seismic events. Therefore, this phenomenon is not considered a significant hazard, although it is a possibility at any site.

### **2.7.5 Liquefaction and Dry sand Settlement**

Liquefaction is a seismic phenomenon in which loose, saturated, granular soils behave similarly to a fluid when subject to high-intensity ground shaking. Liquefaction occurs when three general conditions exist: 1) shallow groundwater; 2) low density non-cohesive (granular) soils; and 3) high-intensity ground motion. Liquefaction is typified by a buildup of pore-water pressure in the affected soil layer to a point where a total loss of shear strength occurs, causing the soil to behave as a liquid. Studies indicate that saturated, loose to medium dense, near surface cohesionless soils exhibit the highest liquefaction potential, while dry, dense, cohesionless soils and cohesive soils exhibit low to negligible liquefaction potential.

Based on a review of seismic hazard zone map for the Venice Quadrangle prepared by the California Geological Survey (CGS, 1999), a portion of the site is located within a State of California Seismic Hazard Zone mapped liquefaction hazard area. Effects of liquefaction on level ground include potential seismic settlement, sand boils, ground oscillation, and bearing capacity failures below structures.

Historic high groundwater elevation is approximately 10 to 20 feet below the ground surface near the location of the subject site (CGS, 1999). Groundwater was encountered in the geotechnical boring advanced on site at depths ranging from 29 to 32 feet below the existing site grades. A conservative groundwater depth of 10 feet was utilized in the liquefaction analysis.

Our evaluation utilized the information collected from the excavations and laboratory test results, along with utilizing the more recent studies as indicated in SP 117A by Bray and Sancio, 2006 as a screening tool to determine if the encountered fine grained soils (clays) are susceptible to liquefaction and analyzed as such. Our evaluation included performing grain size distribution, Atterberg limit, and moisture content testing on representative fine-grained layers (i.e. clayey/silty Sands) encountered within the geotechnical borings excavated on-site. The laboratory test results indicated that the encountered fine grained clay layers between 15 and 25 feet were considered as being not susceptible to liquefaction.

The liquefaction analysis was performed using the LiquefyPro program with a user provided factor of safety of 1.3. The liquefaction analysis was performed considering the existing condition below with potentially liquefiable soils located from a depth of 10 feet from the ground surface with the highest historic groundwater elevation at a depth of 10 feet below the ground surface.

The liquefaction analysis was performed using the following input data:

- Groundwater at a depth of 10 feet below the ground surface during seismic event, and boring groundwater at elevations of 29 or 32 feet where encountered in the boring excavations.
- A Peak Horizontal Ground Acceleration ( $PGA_M$ ) of 0.887g for a Design Earthquake Magnitude of 6.36.
- Fines content as determined from laboratory testing during this investigation.
- The hammer used for determining blow-counts for both the ring and SPT sampling was an auto-trip hammer with a 140 lb weight and a 30 inch drop. Therefore, based on previous discussions with city reviewers and based on the type of hammer used, an energy correction factor (CE) of 1.3 is considered acceptable for use in the analysis.

Based on our site evaluation, liquefaction analysis, and our professional opinion, the potential for specific layers to liquefy within the upper 51.5 feet of site soils is low. The graphical output of our liquefaction analysis which also shows the graphical output of seismically induced saturated and dry sand settlement is included in Appendix B of this response. The factor of safety value used is shown on the bottom left of the graphical output plot and on Number 9 of the input data on the summary output sheets.

Based on the results of the liquefaction/seismically induced settlement analysis, we estimated the amount of total liquefaction-induced and dry sand settlement possible for the design conditions is up to approximately 0.25-inches, and a differential settlement of approximately 0.15-inches. We estimated these settlements based on the procedures proposed by Tokimatsu and Seed (1987). The printout of the liquefaction analysis of boring B-1 through and B-3 is included in Appendix D.

### **2.7.6 Tsunamis and Seiches**

Based on the elevation of the proposed development at the site with respect to sea level and its distance from large open bodies of water, the potential of seiche and/or tsunami is considered to be nil.

## **2.8 Slope Stability**

No significant permanent slopes currently exist onsite or are planned for the subject site, therefore slope stability is not considered an issue with respect to site development.

## **2.9 Laboratory Testing**

Laboratory testing of the onsite soils was performed on representative samples obtained from the borings and included moisture and density tests, maximum density and optimum moisture content, sieve analysis, direct shear, Atterberg Limits, expansion, consolidation, and corrosion testing. Laboratory testing was performed by EGLAB, Inc. (EGL). LGC has reviewed the laboratory test data, procedures and results performed by EGL with respect to the subject site and concurs with and accepts responsibility as geotechnical engineer of record for their work (laboratory testing). A discussion of the tests performed and printout of the laboratory test results are presented in Appendix C. The moisture and density test results are presented on the boring logs in Appendix B.

These results should be confirmed at the completion of site grading.

Expansion potential testing indicated expansion index of 3, “Very Low” (2019 California Building Code, CBC). Sulfate testing indicated soluble sulfate content was 0.018 percent (“So/Negligible” ACI 318R Table 4.3.1).

A corrosion suite (pH, resistivity, and chloride content) was performed on a representative sample of the onsite soils. The result for resistivity test was indicated a minimum resistivity value of 4,700 ohm-centimeters, pH value of 7.84, and chloride content of 175 parts-per-million (ppm). Caltrans defines a corrosive area where any of the following conditions exist: the soil contains more than 500 ppm of chlorides, more than 2,000 ppm (0.2 percent) of sulfates, or a pH of 5.5 or less. Test results are provided in Appendix C.

These results/assumptions should be confirmed at the completion of site grading.

### **3.0 CONCLUSIONS**

Based on the results of our geotechnical evaluation and review, it is our opinion that the proposed site development is feasible from a geotechnical standpoint, provided the following recommendations included in this report are incorporated into the project plans and specifications, and followed during site grading and construction.

Our geotechnical conclusions are as follows:

- The site is not located within an Alquist-Priolo Earthquake Fault Zone (Hart, 1997).
- The site is located within an area deemed to have a potential for liquefaction (CGS, 1999); however based on our liquefaction evaluation the potential for liquefaction on site is considered low and is not a concern for the subject site; however seismically induced settlements of approximately 0.15 of an inch in 30 feet should be included in foundations design.
- Total static and seismically induced settlements of up to 1.5 inches with differential settlements of up to  $\frac{3}{4}$  of an inch in 30 feet should be considered in the foundation design.
- Groundwater was encountered in our geotechnical borings at depths ranging from 29 to 32 feet below the existing grade and is not anticipated to be a concern for the project.
- Based on the subsurface exploration and our review, the site is underlain by undocumented artificial fill over alluvium. The undocumented fill and alluvial soils are considered potentially compressible/collapsible in the upper 8 feet.
- Active or potentially active faults are not known to exist on the site.
- No known oil fields or oil wells (active or abandoned) were identified within the subject site during our review.
- Laboratory test results of the onsite soils indicate a very low expansion potential; however based on the soil types onsite a low expansion potential should be considered in the design.
- Laboratory test results of the onsite soils indicate negligible soluble sulfates and are considered mildly corrosive to metals.
- Laboratory test results of the onsite soils indicate a negligible potential of hydro-collapse underlying the recommended remedial removals.
- The onsite soils below recommended remedial grading/excavation depths have a low potential for static settlement (i.e., slightly compressible).
- From a geotechnical perspective, the existing onsite soils are suitable for use as fill, provided they are relatively free from rocks (larger than 6 inches in maximum dimension), construction debris, and organic material.

## **4.0 RECOMMENDATIONS**

### **4.1 Site Earthwork**

We anticipate that earthwork at the site will consist of site preparation followed by excavation for subterranean level followed by construction of slab-on-grade type foundations for the proposed subterranean structure, installation of utilities, subsequently followed by paving/pouring of driveways.

We recommend that earthwork onsite be performed in accordance with the recommendations herein, the City of Los Angeles, and the General Earthwork and Grading Specifications for Rough Grading included in Appendix E. In case of conflict, the recommendations in the following sections shall supersede those included as part of Appendix E.

#### **4.1.1 Site Preparation**

Prior to grading of areas to receive structural fill or engineered structures, all ground surfaces should be cleared of obstructions, any existing debris and stripped of vegetation. Heavy vegetation and debris should be removed and properly disposed of offsite. All debris from any demolition activities at the site should also be removed and disposed off-site. Holes or depressions resulting from the removal of buried obstructions should be replaced with compacted fill.

Following remedial removals, areas to receive fill should be scarified to a minimum depth of 6 inches, brought to a near-optimum moisture condition, and recompacted to at least 90 percent relative compaction (based on American Standard of Testing and Materials [ASTM] Test Method D1557).

#### **4.1.2 Removal and Recomaction**

As discussed in Section 2.2, the proposed site is underlain by unsuitable soils, which may settle under the addition of water, surcharge of fill and/or foundation loads. Compressible materials not removed by the planned grading/subterranean excavations should be excavated to competent material (approximately 8-feet below existing grades) and replaced with compacted fill soils. We anticipate that the design cuts/excavations (approximately 10 feet) for the subterranean level will remove all unsuitable soils; however, localized, deeper removals should be anticipated where deemed necessary by the geotechnical consultant based on observations during grading/subterranean excavation. Once the excavation is completed to the design bottom, the bottom should be evaluated by the geotechnical consultant, and if deemed suitable, the removal bottom should be scarified and recompacted to a minimum 90 percent relative compaction.

Compressible materials, within areas planned to support pavement or other appurtenant structures outside of the subterranean excavation area, should be excavated to competent material and replaced with compacted fill soils. We anticipate these removals on the site to be on the order of approximately 4 feet below existing grade; however, localized, deeper removals should be anticipated where deemed necessary by the geotechnical consultant based on

observations during grading. Removal bottoms should be scarified to a minimum depth of 12 inches, brought to at least optimum-moisture content, and recompact.

Based on our site investigation groundwater was encountered at depths of 29 to 32 feet below existing grades; therefore, based on the site design with subterranean excavations to a depth of approximately 10 feet, groundwater is not anticipated to be encountered during site excavation. However, groundwater levels in alluvium fluctuate with seasonal variations and local zones of perched groundwater may occur within the near-surface deposits when precipitation is high., and based on the historic high groundwater level of approximately 10 feet and the conceptual design consisting of one level of subterranean parking, groundwater may be encountered near the bottom of the subterranean excavations, although not anticipated.

At the time of construction, if the design foundation level is below the ground water table, the anticipated subgrade soils (i.e. dense sand soils) are likely to be wet to nearly saturated. Construction of a minimum 2-inch thick “mud” (lean concrete) slab may be necessary with a required waterproofing membrane placed above the mud slab prior to foundation construction. At no time should any traffic be allowed by the contractor that causes deflection of the mud slab. The mud slab should be installed to allow for foot and light traffic to allow for construction.

From a geotechnical perspective, material that is removed may be placed as fill provided the material is relatively free from rocks (greater than 6 inches in maximum dimension), organic material and construction debris, is moisture-conditioned or dried (as needed) to obtain above-optimum moisture content, and then recompact prior to additional fill placement or construction.

#### **4.1.3 Shrinkage/Bulking**

Based on the site soils, bulking is not anticipated at the site. The preliminary estimated shrinkage factors of 5 to 10 percent for the undocumented fill and alluvium may be used for consideration of earthwork calculations. These are preliminary rough estimates which will vary with depth of removal, stripping losses, field conditions at the time of grading, etc. In addition, handling losses are not included in the estimates.

#### **4.1.4 Temporary Excavation Stability**

Due to the recommended depth of remedial removals below existing grades (approximately 8 feet), the temporary stability of the excavations along the perimeter of the site needs to be considered. All excavations for the proposed development should be performed in accordance with current OSHA (Occupational Safety and Health Agency) regulations and those of other regulatory agencies, as appropriate.

Temporary excavations maybe cut vertically up to five feet. Excavations over five feet should be slot-cut, shored, or cut no steeper than 1H: 1V (horizontal, H: vertical, V) slope gradient. Surface water should be diverted away from the exposed cut, and not be allowed to pond on top of the excavations. Temporary cuts should not be left open for an extended period of time. Planned temporary conditions should be reviewed by the geotechnical consultant of record in

order to reduce the potential for sidewall failure. The geotechnical consultant may provide recommendations for controlling the length of sidewall exposed.

Where sufficient space is not available for sloped cuts directly adjacent to existing structures or improvements the cut shall be performed by the A-B-C slot method as outlined below.

1. The banks of the excavation shall be made at 1H:1V or a combination of vertical cut and a 1H :1V.
2. Vertical cuts, not exceeding 8 feet in width are made in the locations of the first slot "A".
3. Back-fill and compact the first slot.
4. The second adjacent slot, "B" is excavated.
5. Back-fill and compact the second slot.
6. Then the third slot "C" is excavated.
7. Back-fill and compact the third slot.
8. Repeat the above steps until all the required excavations are performed adjacent to the existing improvements.

#### **4.1.5 Temporary Shoring**

The following preliminary geotechnical parameters may be utilized by the shoring consultant for design of the temporary shoring system. Temporary shoring is generally considered to have a service life of two years or less. The geotechnical conditions outside of the perimeter of the proposed structure have not been investigated as part of this report. The recommendations provided herein with regard to shoring of the proposed excavation are based on assumed conditions, extrapolated from the data gathered from our site investigations. The shoring designer should independently evaluate the parameters provided, and conduct an additional investigation if they consider necessary.

Prior to construction, the contractor should verify underground clearance of any existing utility lines or structures that must be removed or protected in place during construction, or may conflict with any proposed shoring system. Any tieback anchors and/or soil nails that extend beyond the site property limits will require permission from the adjacent property owner. Special attention will be required to protect existing settlement sensitive improvement in close proximity to the proposed excavation, such as any adjacent structures or streets located along the boundary of the site.

Typical cantilever temporary shoring, where deflection of the shoring will not impact the performance of adjacent structures or streets, may be designed using the active equivalent fluid pressures of 40 pounds per square foot (psf) per foot of depth (or pcf). Braced (i.e. internal bracing -rakers) or tied-back shoring is recommended in areas where the shoring will be located close to existing structures or streets in order to limit shoring deflections or required due to the proposed depth of excavation. Braced or tied-back shoring with a level backfill may be designed using an active trapezoidal soil pressure of  $24H$  in pounds per square foot (psf), where  $H$  is equal to the depth in feet of the excavation being shored (shape of the trapezoid should be 0.2H, 0.6H, 0.2H). Any building, equipment, or traffic loads located within a 1:1 (horizontal to vertical) projection from the base of the shoring should be added to



the applicable lateral earth pressure. A minimum additional uniform lateral pressure of 100 psf for the upper 10 feet should be added to the appropriate lateral earth pressures to account for typical vehicle traffic loading. The proposed shoring should be designed for a maximum shoring deflection of up to 1-inch adjacent to the street (non-surcharged condition) and up to a maximum of 0.5-inches adjacent to existing buildings (surcharged condition).

In addition, the above noted lateral earth pressures for temporary shoring does not include hydrostatic pressures since the current groundwater level was encountered below the anticipated depth of the subterranean structure. Consideration should be given to increasing the provided lateral earth pressures and/or design factors of safety in order to further limit shoring deflections and subsequent potential impacts on adjacent structures and improvements, as necessary.

If temporary gravity grouted tie-backs are used anchors may be designed using a preliminary bond stress of 400 pounds per square foot (psf), and if pressure/post-grouted tieback anchors are used, anchors may be designed using a preliminary bond stress of up to 2,500 pounds per square foot (psf). However, the tieback designer should make an independent evaluation in order to verify the preliminary bond stress is adequate for site conditions. Tieback bond stress should be verified by field testing. Tieback anchors should minimally be designed, constructed, and tested in accordance with the requirements of the Post-Tensioning Institute (PTI). For design purposes, tieback should obtain their load-carrying capacity from the soil behind a plane taken to be 3 horizontal feet from the bottom of the shoring facing and inclined at an angle of 60 degrees measured from the horizontal extending to the top of the excavation. Passive resistance of soldier piles may be assumed to be an equivalent fluid pressure of 350 pcf to a maximum value of 3,500 psf. The passive earth pressure may be increased by 100 percent for isolated piles. Piles with spacing greater than 3 times of pile diameter can be considered as isolated piles. In order to develop the full lateral resistance, firm contact between the soldier pile and undisturbed soils must be assured. For vertical shoring capacity, an allowable skin friction of 500 psf may be used for the portion of pier below the proposed development excavation. End bearing should be neglected. Drilling of shafts for soldier piles may require casing or drilling mud to prevent caving.

Due to the nature of the site soils, it is expected that continuous lagging between soldier piles will be required. The time between lagging excavation and lagging placement should be as short as possible. Soldier piles should be designed for the full-anticipated pressures. Due to arching in the soils, the pressure on the lagging will be less. However, it is recommended that the lagging be designed for the full design active fluid pressure but be limited to a maximum of 400 psf. Therefore, the design lagging pressure should consider a parabolic earth pressure distribution with an active equivalent fluid pressures of 40 pounds per square foot (psf) per foot of depth (or pcf) up to a maximum of 400 psf. The maximum span for lagging for this project should be 10 feet.

The components of the shoring system should be designed by a California licensed structural and/or civil engineer specializing in the design of shoring systems. Field pullout testing should be performed during construction to verify the estimated pullout resistance used in the design and/or post grout tubes should be used to ensure adequate design capacities are obtained.

Ultimately, it is the specialty contractor's responsibility to obtain the required pullout capacity, which may require design and/or field modifications.

LGC should review the shoring plans prior to construction to verify that geotechnical recommendations are properly implemented into the project plans

It is highly recommended that a program of documentation and monitoring be devised and put into practice before the onset of any groundwork. The contractor should establish survey points on the shoring, adjacent streets, and neighboring buildings within 100 feet of the excavation perimeter prior to any excavation. These survey points should be used to monitor the movement of the shoring and existing improvements during construction excavation.

The monitoring program should include, but not necessarily be limited to detailed documentation of the existing improvements, buildings and utilities around the excavation, with particular attention to any distress that is already present prior to the start of work.

A licensed surveyor should be retained to establish monuments on the shoring and the surrounding ground prior to excavation. Such monuments should be monitored for horizontal and vertical movement during construction. Results of the monitoring program should be provided immediately to the project structural (shoring) engineer and LGC for review and evaluation.

I-Beam soldier piles may also be vibrated into place as a means of installation. When using the vibration method of installing the soldier beams, the minimum embedment depth shall be 5 feet (when designed with tiebacks and rakers) and 10 feet (for cantilever design) below the lowest excavated plane. Predrilling may be necessary by the shoring contractor to facilitate installation of soldier piles. The available passive resistance of the pile may be determined using the diagonal length from the outer edges of opposite flange sections. Passive resistance of soldier piles may be assumed to be an equivalent fluid pressure of 300 pcf to a maximum value of 3,000 psf. The passive earth pressure may be increased by 100 percent for isolated piles. Piles with spacing greater than 3 times of pile diameter can be considered as isolated piles.

It is recommended that the diameter of the predrilled holes should not exceed two-thirds of the depth of the web of the I-beam. The depth of the predrilled holes should not exceed the planned excavation depth. In addition, when predrilling, the auger shall be backspun out of the pilot holes, leaving the soils in place. Installation with vibration should be limited to approximately ½ inch per second peak particle velocity. All shoring (predrilling, installation of shoring piles, and lagging) shall be performed under the continuous inspections by a deputy grading inspector of this firm.

#### **4.1.6 Fill Placement and Compaction**

From a geotechnical perspective, the onsite soils are suitable for use as compacted fill, provided they are screened of rocks greater than 6 inches in maximum dimension, organic material, and construction debris. Areas prepared to receive structural fill and/or other surface improvements should be scarified to a minimum depth of 6 inches, brought to at least optimum-moisture content, and recompact to at least 90 percent relative compaction (based on ASTM Test Method D1557). The optimum lift thickness to produce a uniformly compacted fill will depend on the type and size of compaction equipment used. In general, fill should be placed in uniform lifts generally not exceeding 8 inches in loose thickness. Placement and compaction of fill should be performed in accordance with local grading ordinances under the observation and testing of the geotechnical consultant.

#### **4.1.7 Trench Backfill and Compaction**

The onsite soils may generally be suitable as trench backfill provided they are screened of rocks and other material over 6 inches in diameter and organic matter. Trench backfill should be compacted in uniform lifts (generally not exceeding 8 inches in compacted thickness) by mechanical means to at least 90 percent relative compaction (per ASTM Test Method D1557).

If trenches are shallow and the use of conventional equipment may result in damage to the utilities; clean sand, having sand equivalent (SE) of 30 or greater, should be used to bed and shade the utilities. Sand backfill should be densified. The densification may be accomplished by jetting or flooding and then tamping to ensure adequate compaction. A representative from LGC should observe, probe, and test the backfill to verify compliance with the project specifications.

### **4.2 Foundations**

#### **4.2.1 General**

Preliminary recommendations for foundation design and foundation construction are presented herein. When the structural loads for the proposed structures are known they should be provided to our office to verify the recommendations presented herein.

The following foundation recommendations are provided. The two foundations recommended for the proposed structures are: (1) Conventional foundation; or (2) Mat foundations. For preliminary design purposes a medium expansion potential should be considered for design. The as-graded soil conditions should be verified.

The information and recommendations presented in this section are not meant to supersede design by the project structural engineer or civil engineer specializing in the structural design nor impede those recommendations by a corrosion consultant. Should conflict arise, modifications to the foundation design provided herein can be provided.

#### **4.2.2 Conventional Foundations**

Continuous/Individual footings should have minimum widths of 24 inches for the proposed structure. Based on the proposed one level subterranean structure (i.e. foundations at approximate depths of 10 to 12 feet below existing grades), the following bearing capacity is considered suitable for the proposed development. Based on our review and evaluation of the proposed subterranean foundations founded into competent native soils, the proposed foundations may be designed for a maximum allowable bearing capacity of 4,000 lb/ft<sup>2</sup>. This bearing capacity was found to be achievable and is considered acceptable from a geotechnical point of view. A factor of safety greater than 3 was used in evaluating the above bearing capacity values. Bearing values indicated above are for total dead loads and frequently applied live loads. The above vertical bearing may be increased by one-third for short durations of loading which will include the effect of wind or seismic forces. Lateral forces on footings may be resisted by passive earth resistance and friction at the bottom of the footing. Foundations may be designed for a coefficient of friction of 0.35, and a passive earth pressure of 250 lb/ft<sup>2</sup>/ft. The passive earth pressure incorporates a factor of safety of about 1.5.

All footing excavations should be cut square and level, and should be free of sloughed materials and trash. Subgrade soils should be pre-moistened for the assumed low expansion potential (to be confirmed at the end of grading).

The subgrade should be moisture-conditioned and proof-rolled just prior to construction to provide a firm, relatively unyielding surface, especially if the surface has been loosened by the passage of construction traffic.

Subgrade soils should be pre-saturated to 1.2 times optimum moisture content to a depth of 12 inches for a low expansion potential. The minimum thickness of the floor slabs should be at least 5 inches, and joints should be provided per usual practice.

#### **4.2.3 Bearing Capacity for Shallow Appurtenant Structures**

Shallow foundations may be designed for an allowable bearing capacity of 2,000 lb/ft<sup>2</sup> (gross), for continuous footings a minimum of 12 inches wide and 18 inches deep and spread footings 24 inches wide and 18 inches deep, into certified compacted fill. A factor of safety greater than 3 was used in evaluating the above bearing capacity value. This value may be increased by 300 psf for each additional foot in depth and 200 psf for each additional foot of width to a maximum value of 3,500 psf. These allowable bearing pressures are applicable for level (ground slope equal to or flatter than 5H:1V) conditions only. Once building loads are available the bearing capacity and settlements should be confirmed/reevaluated.

Lateral forces on footings may be resisted by passive earth resistance and friction at the bottom of the footing. Foundations may be designed for a coefficient of friction of 0.35, and a passive earth pressure of 250 lb/ft<sup>2</sup>/ft. The passive earth pressure incorporates a factor of safety of greater than 1.5.

Bearing values indicated above are for total dead loads and frequently applied live loads. The above vertical bearing may be increased by one-third for short durations of loading which will include the effect of wind or seismic forces.

#### **4.2.4 Mat Foundation**

Mat foundation can be used for support of the proposed building structures. An allowable soil bearing pressure of 2,500 psf may be used for the design of the mat slab. The allowable bearing value is for total dead loads and frequently applied live loads and may be increased by one-third for short durations of loading which will include the effect of wind or seismic forces. A coefficient of vertical subgrade reaction,  $k$ , of 150 pounds per cubic inch (pci) may be used to evaluate the pressure distribution beneath the mat foundation. The magnitude of total and differential settlements of the mat foundation will be a function of the structural design and stiffness of the mat.

Resistance to lateral loads can be provided by friction acting at the base of foundations and by passive earth pressure. A coefficient of friction of 0.35 may be used. Frictional resistance along the bottom of the mat foundation should be reduced if a waterproofing membrane is installed. Resistance to lateral loads can be provided by friction acting at the base of foundations and by passive earth pressure. Frictional resistance along the bottom of the mat foundation should be reduced due to the presence of a waterproofing membrane. A coefficient of friction of 0.15 may be used for Paraseal membranes. If a membrane other than Paraseal is desired, LGC should review the material specification in order to provide a coefficient of friction.

The underslab moisture retarder (i.e. an equivalent capillary break method) should consist of a 15-mil thick polyolefin (or equivalent) in conformance with ASTM E 1745 Class A material underlain by a minimum 1-inch of sand, as needed. The sand layer requirements above the vapor barrier are the purview of the foundation engineer/structural engineer, and should be provided in accordance with ACI Publication 302 "Guide for Concrete Floor and Slab Construction". These recommendations must be confirmed (and/or altered) by the foundation engineer, based upon the performance expectations of the foundation. Ultimately, the design of the moisture retarder system and recommendations for concrete placement and curing are the purview of the foundation engineer, in consideration of the project requirements provided by the architect and developer.

#### **4.2.5 Foundation Settlement**

Based on our current understanding of the project, the results of our site investigation and the recommended remedial grading of 8 feet, with shallow foundations embedded into compacted fills, we estimate the total design static and seismic settlement of the site to be up to 1.5-inches with a differential settlement of approximately of  $\frac{3}{4}$  of an inch in 30 feet. Site foundation should be designed considering a differential settlement from static and seismically induced settlements of up to  $\frac{3}{4}$  of an inch in 30 feet.

### 4.3 Lateral Earth Pressures for Subterranean Walls

The following section provides lateral earth pressures for proposed subterranean retaining walls. It is anticipated that site subterranean walls will be constructed directly against temporary shoring. If backfill is required, it should meet the project specifications outlined in Section 4.1.6.

Lateral earth pressures are provided as equivalent fluid unit weights, in psf/ft of depth or pcf. These values do not contain an appreciable factor of safety. A soil unit weight of 120 pcf may be assumed for calculating the actual weight of soil.

If the wall can sufficiently yield to mobilize the full shear strength of the soil, it can be designed for “active” pressure. If the wall cannot yield under the applied load, the shear strength of the soil cannot be mobilized and the earth pressure will be higher. Such walls (basement walls) should be designed for “at-rest” conditions. If a structure moves toward the soils, the resulting resistance developed by the soil is the “passive” resistance. The following lateral pressures for drained and un-drained native soils are presented on Tables 2 and 3. The soil parameters below, assume there is no support provided by the temporary shoring system.

**TABLE 2**  
**Lateral Earth Pressures**

<b>Conditions</b>	<b>Equivalent Fluid Unit Weight (pcf)</b>	
	<b>Level Backfill (Static)</b>	<b>Seismic Earth Pressure (pcf) *</b>
Active	40	13
At-Rest	60 (Triangular) or 37.5H (Trapezoidal)	20.5

\*This dynamic pressure should be added to the pressures given in Table 2 and considered as an inverted triangular distribution with the resultant acting at 0.6H in relation to the base of the retaining wall footing (where H is the retained height). The aforementioned incremental seismic load was determined in general accordance with the standard of practice in the industry (using the Mononobe-Okabe method for active and Woods method for at-rest) for determining earth pressures as a result of seismic events.

The equivalent fluid pressure values stated above do not include hydrostatic pressures. For designing subterranean walls with a hydrostatic pressure (un-drained) the following lateral earth pressures that include a buoyant and hydrostatic lateral pressure may be used for the portion of the wall in an un-drained condition.

Given the location of groundwater encountered during the field investigations (i.e. 29 to 32 feet below existing grade), and the previously documented historic high groundwater depth of 10-feet below the existing grade, and the proposed depth of the bottom parking level, the structure will be located near/at the historic high groundwater level. Based on the latest design including one subterranean level and the depth of the historical high groundwater level of 10 feet, the subterranean wall does not need to be

designed including the hydrostatic pressure; however, if the subterranean wall does extend below 10 feet, hydrostatic pressures starting from a depth of 10 feet below the existing grade should be considered in the evaluation the basement wall design.

**TABLE 3**  
**Lateral Earth Pressures (un-drained)**

Conditions	Equivalent Fluid Unit Weight (pcf)
	Level Backfill
Active	90
At-Rest	100

Surcharge loading effects from any adjacent structures should be evaluated by the structural engineer. Any building or traffic loads located within a 1:1 (horizontal to vertical) projection from the base of the retaining structure should be added to the applicable lateral earth pressure. A minimum additional uniform lateral pressure of 100 psf for the upper 10 feet should be added to the recommended lateral earth pressures to account for typical vehicle traffic loading located within the zone of influence of the proposed retaining structure.

A passive lateral earth pressure of 350 psf per foot to a maximum passive pressure of 3,500 psf may be used. The passive pressure may be increased by one-third due to wind or seismic forces.

#### **4.4 Waterproofing**

We recommend a waterproofing consultant be retained to determine the most appropriate system, if necessary. The design, installation and observation of the waterproofing system are not the purview of the geotechnical consultant. Adequate waterproofing of subterranean walls should be provided to reduce the potential for ground water seepage below the groundwater table as well as nuisance water issues that may develop above the groundwater table.

#### **4.5 Preliminary Pavement Recommendations** **Asphaltic Concrete**

Based on an assumed R-value of 20, we recommend the following preliminary minimum street sections for Traffic Indices of 5, 6, and 7 (Table 4). These recommendations should be confirmed with R-value testing of representative near-surface soils at the completion of grading. Final street sections should be confirmed by the project civil engineer based upon the projected Traffic Index. In addition, additional sections can be provided based on other traffic indices.

**Table 4**  
**Preliminary Pavement Design Sections**

<b>Assumed Traffic Index</b>	5	6	7
<b>R-Value Subgrade</b>	20	20	20
<b>AC Thickness</b>	3.0 inches	3.5 inches	4 inches
<b>Base Thickness</b>	8.0 inches	9.5 inches	12 inches

The aggregate base material should conform to the specifications for Crushed Aggregate Base or Crushed Miscellaneous Base (Standard Specifications for Public Works Construction –SSPWC Section 200-2). The subgrade should achieve a minimum relative compaction of 90 percent. The base material should be compacted to achieve a minimum relative compaction of 95 percent. Base and subgrade materials should be moisture-conditioned to a relatively uniform moisture content at or slightly over optimum.

**Portland Cement Concrete Pavement**

Portland Cement Concrete Pavement (PCCP) may be designed using a minimum of 6-inches of Portland cement concrete over 6-inches of compacted aggregate base. The modulus of rupture of the concrete should be a minimum of 500 pounds per square inch (psi) at 28 days. Contraction joints should be placed at maximum 15-foot spacing. Where the outer edge of a concrete pavement connects to an asphalt pavement, the concrete slab should be thickened by 50 percent at a taper not to exceed a slope of 1 in 10. This section is only applicable for passenger car driveway areas and should be thickened if heavy truck loading is anticipated. In addition, additional sections can be provided based on other desired anticipated traffic loadings.

The aggregate base material should conform to the specifications for Crushed Aggregate Base or Crushed Miscellaneous Base (Standard Specifications for Public Works Construction –SSPWC Section 200-2). The subgrade should achieve a minimum relative compaction of 90 percent. The base material should be compacted to achieve a minimum relative compaction of 95 percent. Base and subgrade materials should be moisture-conditioned to a relatively uniform moisture content at or slightly over optimum.

**Vehicular Concrete Pavers**

Vehicular pavers are typically 3-1/8 inches in thickness and are underlain by 1-inch of sand.

Based on ASCE 58-10 for interlocking pavers, considering a Traffic Index (TI) of 6 and an R-value of 20 for the subgrade soils, we recommend the following base section underlying the proposed pavers. The proposed pavers and sand should be underlain by a minimum of 12-inches of aggregate base. As an alternative interlocking pavers and sand bedding can also be placed directly on the design asphaltic concrete base course over aggregate base, considering a TI of 6, or can be placed on a minimum of 5-inches of concrete over 6 inches of aggregate base. The design pavement sections provided herein are considered suitable to support the imposed loads from a fire apparatus.



The aggregate base material should conform to the specifications for Crushed Aggregate Base or Crushed Miscellaneous Base (Standard Specifications for Public Works Construction –SSPWC Section 200-2). The subgrade should achieve a minimum relative compaction of 90 percent per ASTM- D1557. The base material should be compacted to achieve a minimum relative compaction of 95 percent. Base and subgrade materials should be moisture-conditioned to a relatively uniform moisture content at or slightly over optimum.

#### Fire lane Turf Block

Turf block should be per manufactures specifications. For preliminary recommendations turf block should have a minimum thickness of 4 inches and a minimum 28-day compressive strength of 3,000 psi. The turf block pavement should be underlain by a minimum of 12-inches of aggregate base. The aggregate base material should conform to the specifications for Crushed Aggregate Base or Crushed Miscellaneous Base (Standard Specifications for Public Works Construction – SSPWC Section 200-2). The subgrade should achieve a minimum relative compaction of 90 percent per ASTM- D1557. The base material should be compacted to achieve a minimum relative compaction of 95 percent. Base and subgrade materials should be moisture-conditioned to a relatively uniform moisture content at or slightly over optimum.

#### **4.6 Corrosivity to Concrete and Metal**

The National Association of Corrosion Engineers (NACE) defines corrosion as “a deterioration of a substance or its properties because of a reaction with its environment.” From a geotechnical viewpoint, the “environment” is the prevailing foundation soils and the “substances” are the reinforced concrete foundations or various buried metallic elements such as rebar, piles, pipes, etc., which are in direct contact with or within close vicinity of the foundation soil.

In general, soil environments that are detrimental to concrete have high concentrations of soluble sulfates and/or pH values of less than 5.5. ACI 318R-08 Table 4.3.1, provides specific guidelines for the concrete mix design when the soluble sulfate content of the soils exceeds 0.1 percent by weight or 1,000 ppm. The minimum amount of chloride ions in the soil environment that are corrosive to steel, either in the form of reinforcement protected by concrete cover, or plain steel substructures such as steel pipes or piles, is 500 ppm per California Test 532.

Based on site soil testing, the onsite soils are classified as having a negligible sulfate exposure condition in accordance with ACI 318R Table 4.3.1. As a preliminary recommendation due to results of sulfate content testing, concrete in contact with onsite soils should be designed in accordance with ACI 318R Table 4.3.1 for the So/negligible category. It is also our opinion that onsite soils should be considered mildly corrosive to buried metals. The client and/or other members of the design team should consider this potential as they determine necessary. LGC is not a corrosion consultant and does not provide recommendations related to corrosion.

#### 4.7 Nonstructural Concrete Flatwork

##### Concrete Flatwork

Concrete flatwork (such as walkways, patios, entryways, etc.) have a high potential for cracking due to changes in soil volume related to soil-moisture fluctuations because these slabs are typically much thinner than foundation slabs and are not reinforced with the same dynamic as foundation elements. To reduce the potential for excessive cracking and lifting, concrete should be designed in accordance with the minimum guidelines outlined below. These guidelines will reduce the potential for irregular cracking and promote cracking along construction joints, but will not eliminate all cracking or lifting. Thickening the concrete and/or adding additional reinforcement will further reduce cosmetic distress.

**TABLE 5**  
**Nonstructural Concrete Flatwork**

Minimum Thickness (in.)	4
Presaturation	Presoak to 12 inches
Reinforcement	No. 3 at 24 inches on centers or 6x6 No. 6 x No. 6 WWM
Crack Control Joints	Saw cut or deep open tool joint to a minimum of 1/3 the concrete thickness
Maximum Joint Spacing	5 feet

##### Pedestrian Concrete Pavers

Concrete pavers should be installed per manufactures recommendations. The following are considered minimum recommendations for the concrete pavers and are not meant to supersede more restrictive manufactures recommendations. Concrete pavers should be designed to be underlain by a minimum of 1 inch of leveling sand over a minimum of approximately 4-inches of compacted aggregate base.

The subgrade should achieve a minimum relative compaction of 90 percent. The base material should be compacted to achieve a minimum relative compaction of 95 percent. Base and subgrade materials should be moisture-conditioned to a relatively uniform moisture content at or slightly over optimum.

#### **4.8     Control of Surface Water and Drainage Control**

Positive drainage of surface water away from structures is very important. No water should be allowed to pond adjacent to buildings. Positive drainage may be accomplished by providing drainage away from buildings at a gradient of at least 2 percent for a distance of at least 5 feet, and further maintained by a swale or drainage path at a gradient of at least 1 percent. Where necessary, drainage paths may be shortened by use of area drains and collector pipes.

Planters with open bottoms adjacent to buildings should be avoided. Planters should not be designed adjacent to buildings unless provisions for drainage, such as catch basins, liners, and/or area drains, are made. Overwatering must be avoided.

#### **4.9     Construction Observation and Testing**

The recommendations provided in this report are based on limited subsurface observations and geotechnical analysis. The interpolated subsurface conditions should be checked in the field during construction by a representative of LGC.

Construction observation and testing should also be performed by the geotechnical consultant during future grading, excavations, backfill of utility trenches, foundation or retaining wall construction or when an unusual soil condition is encountered at the site. Grading plans, foundation plans, and final project drawings should be reviewed by this office prior to construction.

## **5.0 LIMITATIONS**

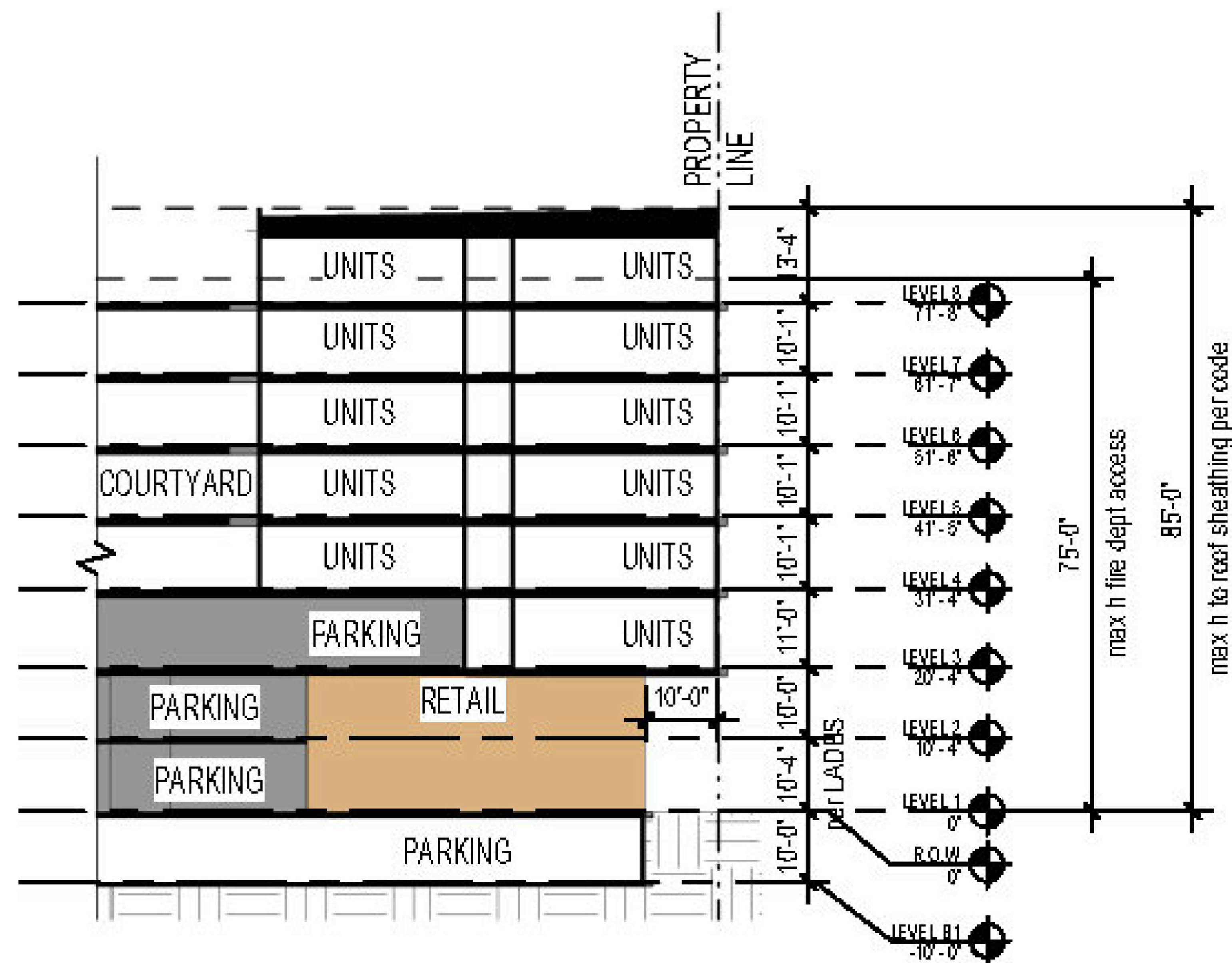
Our services were performed using the degree of care and skill ordinarily exercised, under similar circumstances, by reputable engineers and geologists practicing in this or similar localities. No other warranty, expressed or implied, is made as to the conclusions and professional advice included in this report. The samples taken and submitted for laboratory testing, the observations made and the in-situ field testing performed are believed representative of the entire project; however, soil and geologic conditions revealed by excavation may be different than our preliminary findings. If this occurs, the changed conditions must be evaluated by the project soils engineer and geologist and design(s) adjusted as required or alternate design(s) recommended.

This report is issued with the understanding that it is the responsibility of the owner, or of his/her representative, to ensure that the information and recommendations contained herein are brought to the attention of the architect and/or project engineer and incorporated into the plans, and the necessary steps are taken to see that the contractor and/or subcontractor properly implements the recommendations in the field. The contractor and/or subcontractor should notify the owner if they consider any of the recommendations presented herein to be unsafe.

The findings of this report are valid as of the present date. However, changes in the conditions of a property can and do occur with the passage of time, whether they be due to natural processes or the works of man on this or adjacent properties.

In addition, changes in applicable or appropriate standards may occur, whether they result from legislation or the broadening of knowledge. Accordingly, the findings of this report may be invalidated wholly or partially by changes outside our control.





ARIZONA AVE.



FAIRFIELD  
RESIDENTIAL

SEPULVEDA &  
CENTINELA

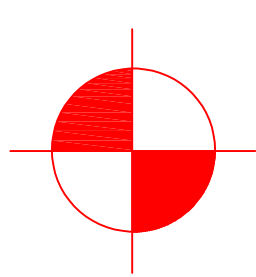
LEVEL 1 FLOOR PLAN  
6501 S. SEPULVEDA BLVD.

carrierjohnson + CULTURE  
architecture + environments + brand strategy + graphics

03

LEGEND

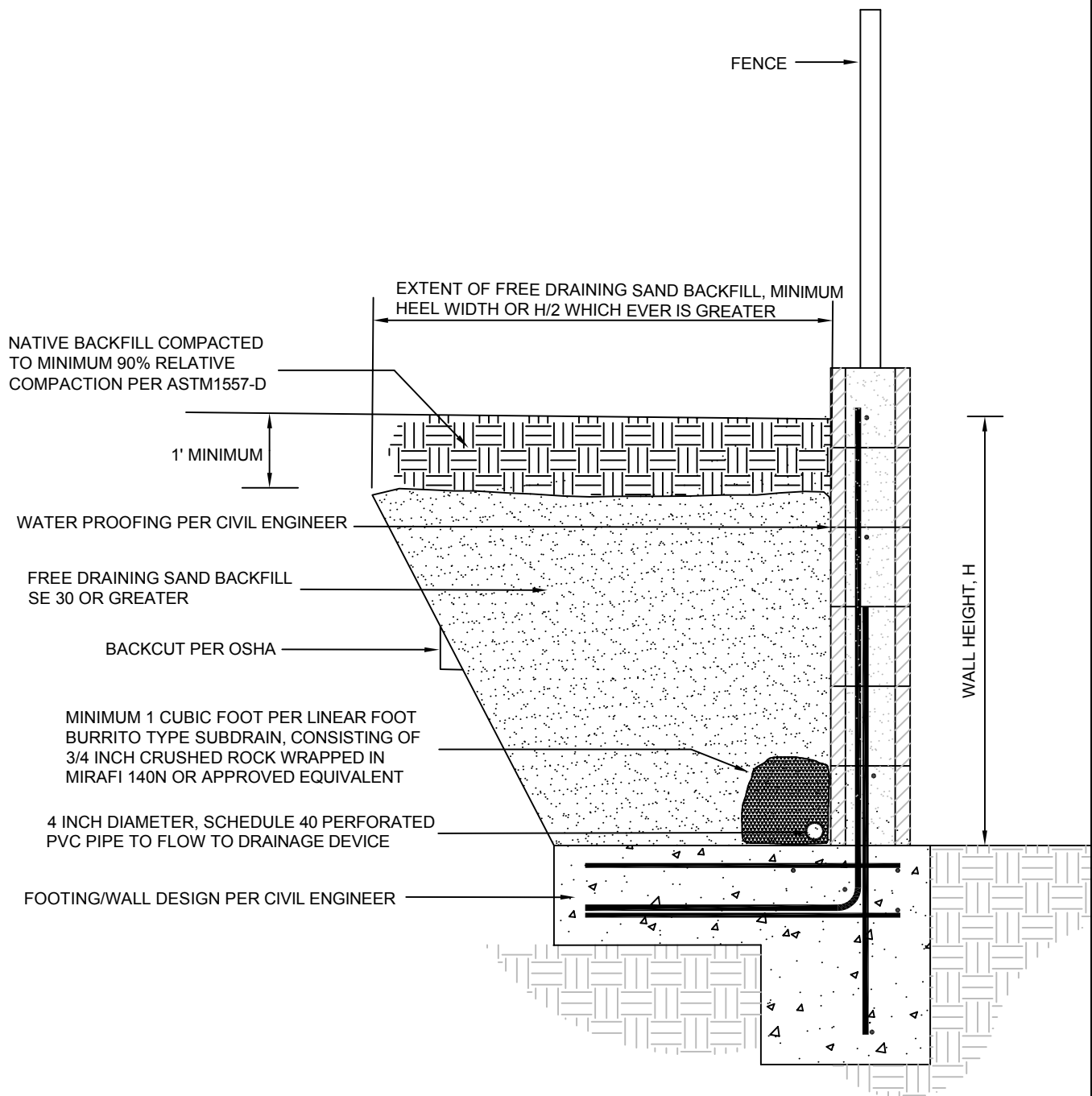
B-3  
TD 51.5'  
GW @ 32'



Approximate Location of Boring by LGC  
with Total Depth Drilled Sept.3, 2020

Exploration Location Plan 6501 S. Sepulveda Road City of Los Angeles, California		Figure 2	
LGC	LGC Valley, Inc.		PROJECT NAME
	28532 Constellation Road Valencia, CA 91355		PROJECT NO.
	TEL: (661) 702-8474 FAX: (661) 702-8475		ENG. / GEOL.
			SCALE
		DATE	October 2020





**Figure 3:  
Retaining Wall  
Detail, Sand  
Backfill**

Project Name	FRH Realty/West LA
Project No.	203022-01
Eng. / Geol.	BIH/MCH
Scale	N/A
Date	October 2020

**LGC**

## **APPENDIX A**

### **References**

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## **APPENDIX A**

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**APPENDIX B**

**Geotechnical Boring Logs**

# Geotechnical Boring Log B-1

Date:	9/3/2020	Page:1
Project Name:	FF/ West LA	Project Number: 203022-01
Drilling Company:	Choice Drilling	Type of Rig: Hollow Stem
Drive Weight: 140lbs	Drop: 30"	Hole Dia: 8"
Elevation of Top of Hole:	Hole Location: See Map	

Elevation (ft)	Depth (ft)	Graphic Log	Sample Number	Blow Count	Dry Density (pcf)	Moisture (%)	USCS Symbol	DESCRIPTION	Type of Test
								Logged By: LF Sampled By: LF	
	0		A				SM	0-3" Asphalt	
			1	8 12 13		5.1		<u>Undocumented Fill (Afu):</u> 3"- Light to medium brown, silty fine SAND, dry to slightly moist, medium dense	DS
	5		2	8 9 10	103.4	14.0	SM	5'- Same as above, slightly moist to moist.	CON
			3	16 17 20	131.8	8.7	SM-SC	<u>Quaternary Alluvium (Qa):</u> 7.5'- Medium brown, silty very clayey fine to coarse SAND, slightly moist, medium dense	CON
	10		4	14 20 24	121.9	13.2	SM-SC	10'- Medium brown, silty clayey fine SAND, slightly moist, medium dense	
			5	10 14 17		6.0	SM-SW	12.5'- Light to medium brown, silty fine to coarse SAND, dry to slightly moist , dense; minor subangular gravel	SH/AL
	15		6	7 8 9		21.0	CH	15'- Light brown fine sandy silty CLAY, moist, very stiff; oxidized zones, high plasticity	
			7	5 6 11		27.6	CH	17.5'- Same as above	SH/AL
	20		8	4 5 6		31.1	CL	20'- Same as above, stiff, medium plasticity	SH/AL
			9	13 17 20			SM	<u>Quaternary Old Alluvium (Qoa):</u> 22.5'- Light brown minor silt fine to coarse SAND, dry to slightly moist, dense	SA
	25		10	13 15 18		7.0	SM	25'- Same as above	
			11	15 28 37		16.7	SM	27.5'- Same as above, becomes wet	
	30							29'- Groundwater encountered	

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# Geotechnical Boring Log B-1

Date:	9/3/2020	Page:2
Project Name:	FF/ West LA	Project Number: 203022-01
Drilling Company:	Choice Drilling	Type of Rig: Hollow Stem
Drive Weight: 140lbs	Drop: 30"	Hole Dia: 8"
Elevation of Top of Hole:	Hole Location: See Map	

Elevation (ft)	Depth (ft)	Graphic Log	Sample Number	Blow Count	Dry Density (pcf)	Moisture (%)	USCS Symbol	DESCRIPTION	Type of Test
								Logged By: LF Sampled By: LF	
	30		12	25 26 27			SM	30'- Light to medium gray, minor silty fine to coarse SAND, saturated, very dense	SA
			13	11 24 50/6"			SM	32.5'- Same as above	
	35		14	17 24 26			SM	35'- Same as above	
			15	20 50/5"			SM	37.5'- Same as above	
	40							39'- Refusal	
	45								
	50								
	55								
	60								

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## Geotechnical Boring Log B-2

Date:	9/3/2020	Page:1
Project Name:	FF/ West LA	Project Number: 203022-01
Drilling Company:	Choice Drilling	Type of Rig: Hollow Stem
Drive Weight: 140lbs	Drop: 30"	Hole Dia: 8"
Elevation of Top of Hole:	Hole Location: See Map	

Elevation (ft)	Depth (ft)	Graphic Log	Sample Number	Blow Count	Dry Density (pcf)	Moisture (%)	USCS Symbol	DESCRIPTION	Type of Test
								Logged By: LF Sampled By: LF	
	0		A				SM	0-3"- Asphalt	EI
			1	8 15 22	113.0	10.8		<u>Undocumented Fill (Afu):</u> 0.3"- Medium brown, minor clay silty fine SAND, slightly moist, medium dense	COR
	5		B				SM	5'- Medium to dark brown, clayey silty fine to coarse SAND, moist, loose	CON
			2	5 6 7	113.1	12.5			
			3	9 12 23	126.0	9.6	CL	<u>Quaternary Alluvium (Qa):</u> 7.5'- Very dark brown, silty fine to coarse sandy CLAY, moist, very stiff	CON
	10		4	10 18 20	121.8	12.2	SM-SC	10'- Medium to dark brown, silty very clayey fine to coarse SAND, moist, medium dense	
	15		5	50/6"	127.3	9.0	CL	15'- Medium brown to light gray, silty CLAY with trace sand, dry to slightly moist, hard	
	20		6	9 11 14		33.5	CL	20'- Same as above, very stiff; oxidized orange, moist	SH/AL
	25		7	50/6"	97.7	26.2	SM	<u>Quaternary Old Alluvium (Qoa):</u> 25'- Light to medium gray, minor silt, fine to coarse SAND, moist to wet, dense	
	30								

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## Geotechnical Boring Log B-2

Date:	9/3/2020	Page:2
Project Name:	FF/ West LA	Project Number: 203022-01
Drilling Company:	Choice Drilling	Type of Rig: Hollow Stem
Drive Weight: 140lbs	Drop: 30"	Hole Dia: 8"
Elevation of Top of Hole:	Hole Location: See Map	

Elevation (ft)	Depth (ft)	Graphic Log	Sample Number	Blow Count	Dry Density (pcf)	Moisture (%)	USCS Symbol	DESCRIPTION	Type of Test
								Logged By: LF Sampled By: LF	
30			8	13 25 28			SM	30'- Medium gray, minor silt, fine to coarse SAND, wet, very dense; minor subrounded gravel  Total Depth 31.5' No Ground water was encountered Backfilled September 3,2020 using bentonite cap and native soil.	SA
35									
40									
45									
50									
55									
60									

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# Geotechnical Boring Log B-3

Date:	9/3/2020	Page:1
Project Name:	FF/ West LA	Project Number: 203022-01
Drilling Company:	Choice Drilling	Type of Rig: Hollow Stem
Drive Weight: 140lbs	Drop: 30"	Hole Dia: 8"
Elevation of Top of Hole:	Hole Location: See Map	

Elevation (ft)	Depth (ft)	Graphic Log	Sample Number	Blow Count	Dry Density (pcf)	Moisture (%)	USCS Symbol	DESCRIPTION	Type of Test
								Logged By: LF Sampled By: LF	
	0						SM	0-3"- Asphalt	
			1	7 8 8				<u>Undocumented Artificial Fill (Afu):</u> 3"- Medium brown, silty fine to coarse SAND, slightly moist, loose	Max
	5		A					2.5' No recovery	DS
			2	3 4 5	111.7	14.6	SM	5'- Medium to dark brown, silty clayey fine SAND, slightly moist to moist, loose	CON
			3	7 18 21	129.3	12.0	CL	<u>Quaternary Alluvium (Qa):</u> 7.5'- Dark brown, silty fine to coarse sandy CLAY, slightly moist, very stiff	CON
	10		4	12 16 22	127.9	10.4	SM	10'- Medium to dark brown, silty very clayey fine to coarse SAND, slightly moist, medium dense; some subrounded gravel	
	15		5	6 8 9		17.7	CL	15'- Light to medium brown, silty fine to medium sandy CLAY, slightly moist to moist, very stiff; minor oxidation	SH/AL
	20		6	11 27 28	115.7	17.4	SM	<u>Quaternary Old Alluvium (Qoa):</u> 20'- Light to medium brown, clayey very silty fine SAND, moist, dense; minor oxidation	
	25		7	12 28 30		4.9	SM-SP	25'- Light orange brown, minor silt and clay, fine to coarse SAND, dry, dense	SA
	30								

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# Geotechnical Boring Log B-3

Date:	9/3/2020	Page:2
Project Name:	FF/ West LA	Project Number: 203022-01
Drilling Company:	Choice Drilling	Type of Rig: Hollow Stem
Drive Weight: 140lbs	Drop: 30"	Hole Dia: 8"
Elevation of Top of Hole:	Hole Location: See Map	

Elevation (ft)	Depth (ft)	Graphic Log	Sample Number	Blow Count	Dry Density (pcf)	Moisture (%)	USCS Symbol	DESCRIPTION	Type of Test
								Logged By: LF Sampled By: LF	
30			8	15 30 40	119.0	13.7	SM -SP	30'- Light to medium gray, minor silt/clay, fine to coarse SAND, moist, dense  32'- Groundwater Encountered	
35			9	9 15 17			SM-SP	35'- Same as above, becomes saturated	
40			10	10 15 18		18.7	SM -SP	40'- Same as above; minor subrounded gravel	
45			11	17 27 31			SM	45'- Medium gray, silty fine to coarse SAND, saturated, very dense; minor subrounded gravel	
50			12	12 16 20		23.3	SM	50'- Medium gray silty fine SAND, saturated, dense	
55								Total Depth 51.5' Groundwater encountered at 32' Backfilled September 3,2020 using bentonite cap and native soil.	
60									

**LGC**

**LGC VALLEY, INC.  
GEOTECHNICAL CONSULTING**

### Key to Laboratory Test Symbols

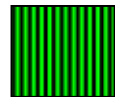
Symbol	Laboratory Test
SA	Sieve Analysis
H	Hydrometer Analysis
SHA	Sieve & Hydrometer Analysis
-200	Percent Passing #200 Sieve
AL	Atterberg Limits
MAX	Maximum Density
DS	Undisturbed Direct Shear
RDS	Remolded Direct Shear
TRI	Triaxial Shear
EI	Expansion Index
P	Permeability
CN	Consolidation
COL	Collapse
UC	Unconfined Compression
S	Sulfate Content
pHR	pH & Resistivity
COR	Corrosion Suite (pH, Resistivity, Chloride, Sulfate)
RV	R-Value



ASPHALT  
CONCRETE



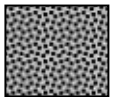
CLAY



SILT



SAND



GRAVEL/COBBLES



APPROXIMATE  
GROUNDWATER LEVEL

## **APPENDIX C**

### **Laboratory Testing Results by EGLAB, Inc.**

Laboratory testing was performed by EGLAB, Inc. The laboratory testing program was directed towards providing quantitative data relating to the relevant engineering properties of the soils. Samples considered representative of site conditions were tested in general accordance with American Society for Testing and Materials (ASTM) procedure and/or California Test Methods (CTM), where applicable. The following summary is a brief outline of the test type and the results are presented on the following pages.

LGC has reviewed the laboratory test data, procedures and results performed by EGL, with respect to the subject site, and concurs with and accepts responsibility as geotechnical engineer of record for their work (laboratory testing).

Moisture and Density Determination Tests: Moisture content (ASTM D2216) and dry density determinations (ASTM D2937) were performed on relatively undisturbed samples obtained from the test borings and/or trenches. The results of these tests are presented in the boring logs. Where applicable, only moisture content was determined from undisturbed or disturbed samples.

Grain Size Distribution: Representative samples were dried, weighed, and soaked in water until individual soil particles were separated (per ASTM D421) and then washed on a No. 200 sieve. The portion retained on the No. 200 sieve was dried and then sieved on a U.S. Standard brass sieve set in accordance with ASTM D422 (CTM 202).

Atterberg Limits: The liquid and plastic limits ("Atterberg Limits") were determined in accordance with ASTM Test Method D4318 for engineering classification of fine-grained material.

Soil Classification: Soils were classified according the Unified Soil Classification System (USCS) in accordance with ASTM Test Methods D2487 and D2488. This system uses relies on the Atterberg Limits and grain size distribution of a soil. The soil classifications (or group symbol) are shown on the laboratory test data, and boring logs.

Expansion Index: The expansion potential of selected samples were evaluated by the Expansion Index Test, U.B.C. Standard No. 18-2 and/or ASTM D4829. Specimens are molded under a given compactive energy to approximately the optimum moisture content and approximately 50 percent saturation or approximately 90 percent relative compaction. The prepared 1-inch-thick by 4-inch-diameter specimens are loaded to an equivalent 144 psf surcharge and are inundated with tap water until volumetric equilibrium is reached.

Maximum Density Tests: The maximum dry density and optimum moisture content of typical materials were determined in accordance with ASTM D1557.

Consolidation: Consolidation tests were performed on selected, relatively undisturbed ring samples (Modified ASTM Test Method D2435). Samples (2.42 inches in diameter and 1 inch in height) were placed in a consolidometer and increasing loads were applied. The samples were allowed to consolidate under “double drainage” and total deformation for each loading step was recorded. The percent consolidation for each load step was recorded as the ratio of the amount of vertical compression to the original sample height.

Corrosion Testing: Chloride content was tested in accordance with Caltrans Test Method (CTM) 422. The soluble sulfate contents of selected samples were determined by standard geotechnical methods (CTM 417). The soluble sulfate content is used to determine the appropriate cement type and maximum water-cement ratios. The test results are presented in the table below: Minimum resistivity and pH tests were performed in general accordance with CTM 643 and standard geochemical methods. The electrical resistivity of a soil is a measure of its resistance to the flow of electrical current. As a results of soil’s resistivity decreasing, corrosivity increases.

Direct Shear: Direct shear tests were performed, in accordance with ASTM D3080, on selected remolded and/or undisturbed samples, which were soaked for a minimum of 24 hours under a surcharge equal to the applied normal force during testing. After transfer of the sample to the shear box, and reloading the sample, pore pressures set up in the sample due to the transfer were allowed to dissipate for a period of approximately 1 hour prior to application of shearing force. The samples were tested under various normal loads, a motor-driven, strain-controlled, direct-shear testing apparatus at a strain rate of less than 0.001 to 0.5 inch per minute (depending upon the soil type).

EGLAB, INC.,  
11819 Goldring Road, Unit D, Arcadia, CA 91006  
Ph: 626-263-3588; Fax: 626-263-3599; Email: ryan@eglab.com

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September 30, 2020

LGC Valley, Inc.  
28532 Constellation Rd.  
Valencia, CA 91355

Attn: Mr. Basil Hattar

**RE: LABORATORY TEST RESULTS/REPORT**

Project Name: FF / West LA

Project No: 203022-01

EGL Job No. 20-059-010

Dear Mr. Hattar:

We have completed the testing program conducted on samples from the above project. The tests were performed in accordance with testing procedures as follows:

TEST	METHOD
Modified Proctor	ASTM D1557
Corrosion	CT-417, 422, 643
Expansion Index	ASTM D4829
Moisture & Dry Density	ASTM D2937
Consolidation	ASTM D2435
Direct Shear	ASTM D3080
Atterberg Limits	ASTM D4318
Grain Size Analysis	ASTM D422

Enclosed is the Summary of Test Results.

We appreciate the opportunity to provide testing services to LGC Valley, Inc. Should you have any questions, please call the undersigned.

Sincerely yours,  
**EGLAB, Inc.**

  
\_\_\_\_\_  
Ryan Jones, GE  
Principal Engineer





## SUMMARY OF TEST RESULTS

PROJECT NAME: FF / West LA

EGLAB JOB No.: 20-059-010

PROJECT No.: 203022-01

CLIENT: LGC Valley, Inc.

DATE: 9/15/2020

SUMMARIZED BY: JT

Boring No.	Sample No.	Depth (ft)	pH CalTrans 643	Chloride Content CalTrans 422 (ppm)	Sulfate Content CalTrans 417 (% by weight)	Minimum Resistivity CalTrans 643 (ohm-cm)	Expansion Index ASTM D 4829
B-2	A	2.0-3.0	7.84	175	0.018	4,700	3

## SUMMARY OF LABORATORY TEST RESULTS

PROJECT NAME: FF / West LA

EGLAB JOB NO.: 20-059-010

PROJECT NO.: 203022-01

CLIENT: LGC Valley, Inc.

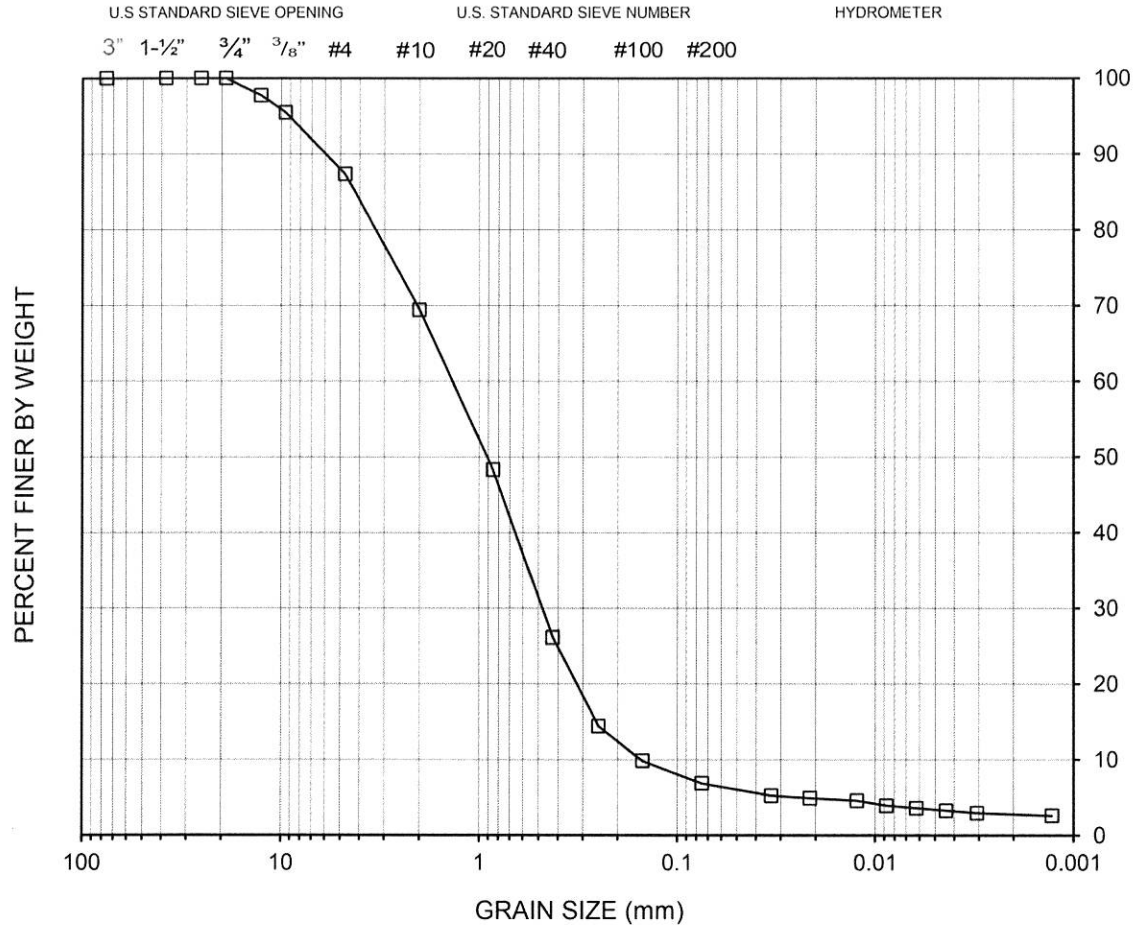
DATE: 9/18/2020

SUMMARIZED BY: JT

BORING NO.	SAMPLE NO.	DEPTH (in.)	MOISTURE CONTENT ASTM D2216 (%)	DRY DENSITY ASTM D2937 (PCF)	ATTERBERG LIMITS ASTM D4318 *(LL,PL,PI)
B-1	4	10.0	13.2	121.9	
B-1	5	12.5	6.0		Non Plastic
B-1	6	15.0	21.0		
B-1	7	17.5	27.6		50,23,27
B-1	8	20.0	31.1		42,24,18
B-1	10	25.0	7.0		
B-1	11	27.5	16.7		
B-1	14	35.0	14.7		
B-2	1	2.5	10.8	113.0	
B-2	4	10.0	12.2	121.8	
B-2	5	15.0	9.0	127.3	
B-2	6	20.0	33.5		49,24,25
B-2	7	25.0	26.2	97.7	
B-3	4	10.0	10.4	127.9	
B-3	5	15.0	17.7		32,16,16
B-3	6	20.0	17.4	115.7	
B-3	7	25.0	4.9		
B-3	8	30.0	13.7	119.0	
B-3	10	40.0	18.7		
B-3	12	50.0	23.3		

\*LL,PL,PI = LIQUID LIMIT, PLASTIC LIMIT, PLASTICITY INDEX

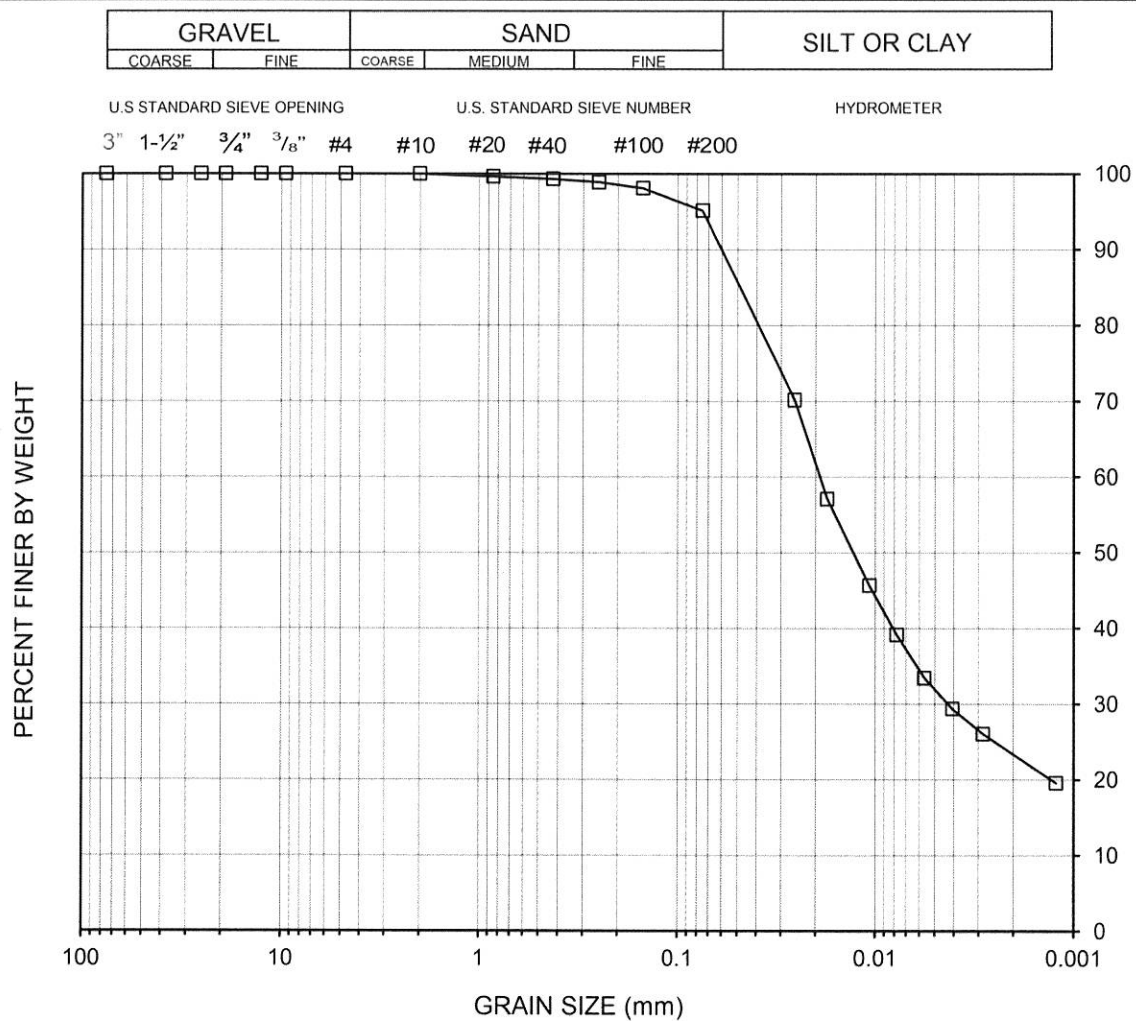
GRAVEL		SAND			SILT OR CLAY
COARSE	FINE	COARSE	MEDIUM	FINE	



SYMBOL	BORING No.	SAMPLE ID.	DEPTH (FT)	SAMPLE TYPE	SOIL TYPE	LIQUID LIMIT	PLASTICITY INDEX
□	B-1	5	12.5	Bag	SW-SM	N/A	N/A

Clay	3.4%
Sand	93.2%
Silt	3.4%

<b>EGLAB, INC.</b>	Project Name: FF / West LA
	Client: LGC Valley, Inc. Job No.: 203022-01 EGLAB Project No.: 20-059-010
<b>GRAINSIZE DISTRIBUTION CURVE</b> (ASTM D422)	
9/18/20	FIGURE



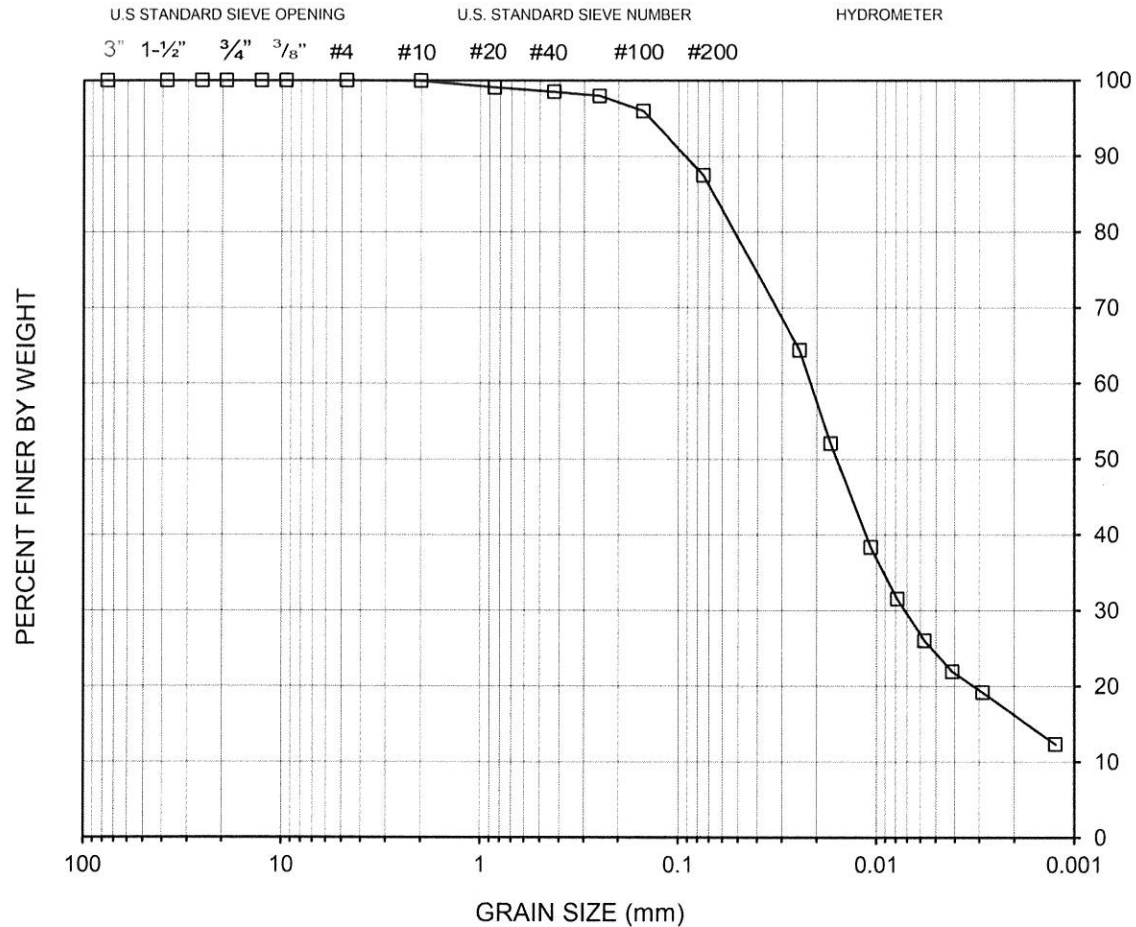
SYMBOL	BORING No.	SAMPLE ID.	DEPTH (FT)	SAMPLE TYPE	SOIL TYPE	LIQUID LIMIT	PLASTICITY INDEX
□	B-1	7	17.5	Bag	CH	50	27

Clay	31.7%
Sand	4.9%
Silt	63.4%

<b>EGLAB, INC.</b>	Project Name: FF / West LA Client:                   LGC Valley, Inc. Job No.:                  203022-01 EGLAB Project No.: 20-059-010
	<b>GRAINSIZE DISTRIBUTION CURVE</b> (ASTM D422)

9/18/20
FIGURE

GRAVEL		SAND			SILT OR CLAY
COARSE	FINE	COARSE	MEDIUM	FINE	



SYMBOL	BORING No.	SAMPLE ID.	DEPTH (FT)	SAMPLE TYPE	SOIL TYPE	LIQUID LIMIT	PLASTICITY INDEX
□	B-1	8	20.0	Bag	CL	42	18

Clay	24.2%
Sand	12.5%
Silt	63.3%

<b>EGLAB, INC.</b>	Project Name: FF / West LA
	Client: LGC Valley, Inc. Job No.: 203022-01 EGLAB Project No.: 20-059-010
<b>GRAINSIZE DISTRIBUTION CURVE</b> (ASTM D422)	
9/18/20	FIGURE



SYMBOL	BORING NO.	SAMPLE NO.	DEPTH (FT)	SAMPLE TYPE	SOIL TYPE	LIQUID LIMIT	PLASTICITY INDEX
□	B-1	9	22.5	Bag	SM	N/A	N/A

Gravel:	0.0%
Sand:	75.7%
Fine:	24.3%

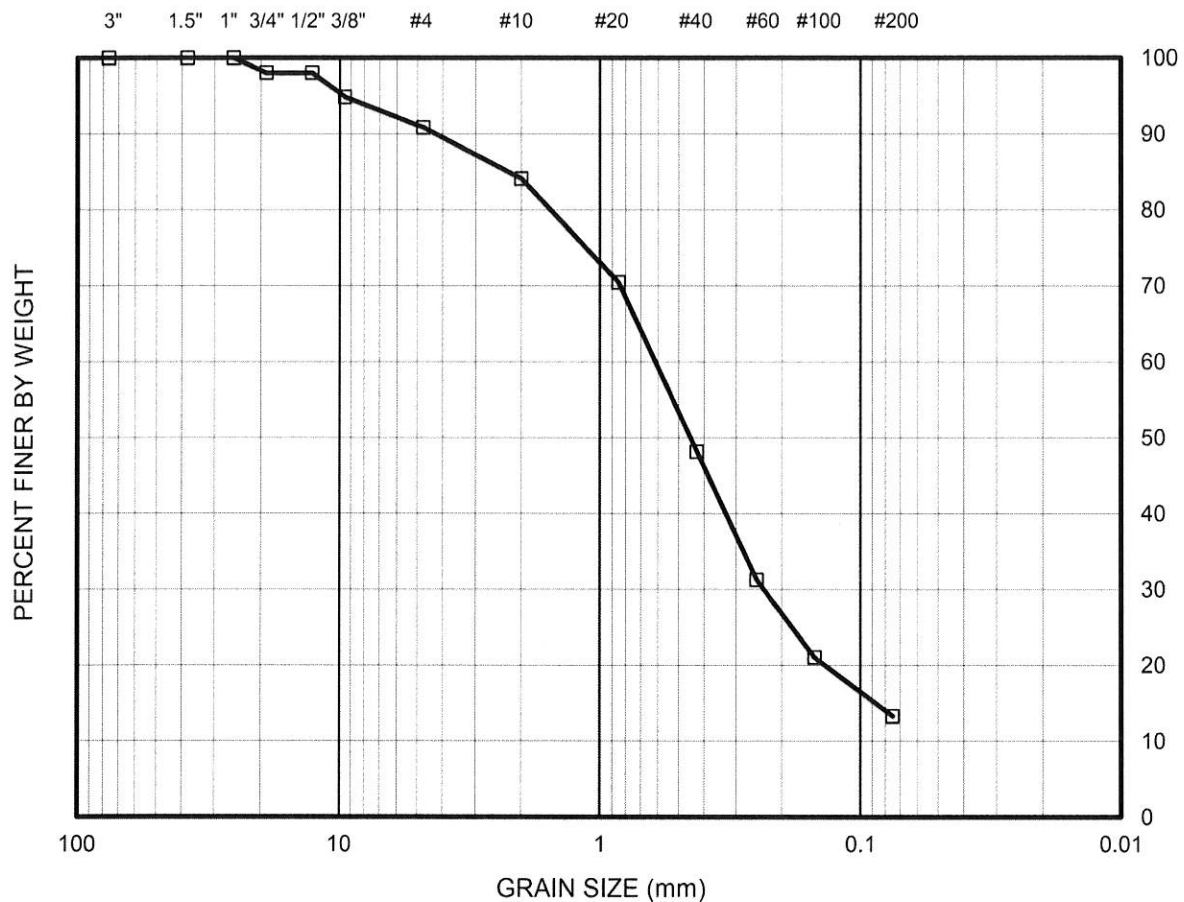
<b>EGLAB, INC.</b>	Project Name:	
	Client Job No.:	203022-01
	Client Name:	LGC Valley, Inc.
EGLAB Project No.:		20-059-010
<b>GRAIN SIZE DISTRIBUTION CURVE</b>		
09/18/20	(ASTM D422)	FIGURE

GRAVEL		SAND			SILT OR CLAY
COARSE	FINE	COARSE	MEDIUM	FINE	

U S STANDARD SIEVE OPENING

U.S. STANDARD SIEVE NUMBER

HYDROMETER



SYMBOL	BORING NO.	SAMPLE NO.	DEPTH (FT)	SAMPLE TYPE	SOIL TYPE	LIQUID LIMIT	PLASTICITY INDEX
□	B-1	12	30.0	Bag	SM	N/A	N/A

Gravel:	9.2%
Sand:	77.6%
Fine:	13.2%

**EGLAB, INC.**

Project Name:

Client Job No.: 203022-01  
 Client Name: LGC Valley, Inc.  
 EGLAB Project No.: 20-059-010

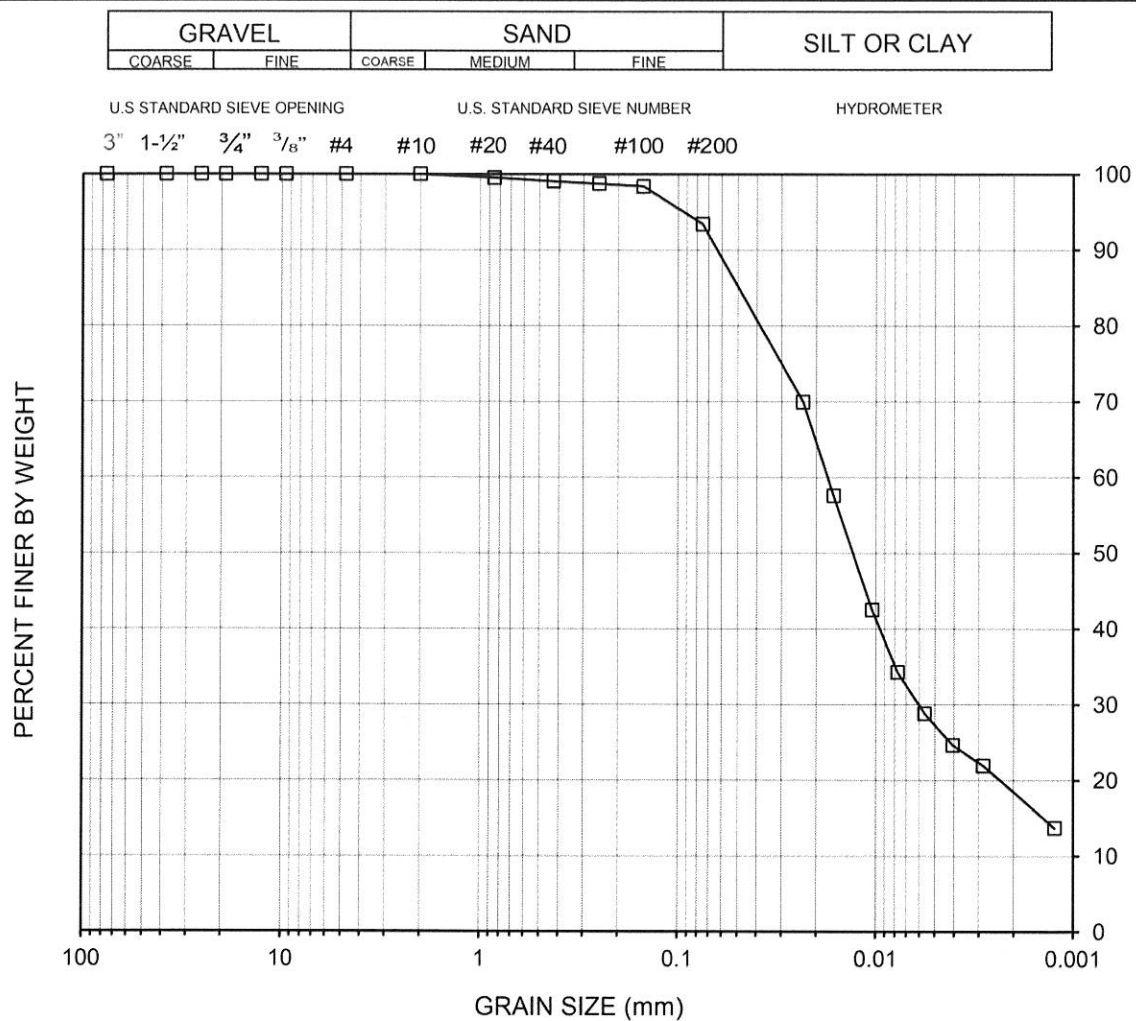
**GRAIN SIZE  
DISTRIBUTION CURVE**

09/18/20

(ASTM D422)

FIGURE





SYMBOL	BORING No.	SAMPLE ID.	DEPTH (FT)	SAMPLE TYPE	SOIL TYPE	LIQUID LIMIT	PLASTICITY INDEX
□	B-2	6	20.0	Bag	CL	49	25

Clay	27.1%
Sand	6.6%
Silt	66.2%

<b>EGLAB, INC.</b>	Project Name: FF / West LA
	Client: LGC Valley, Inc. Job No.: 203022-01 EGLAB Project No.: 20-059-010
<b>GRAINSIZE DISTRIBUTION CURVE</b>	
9/18/20	FIGURE

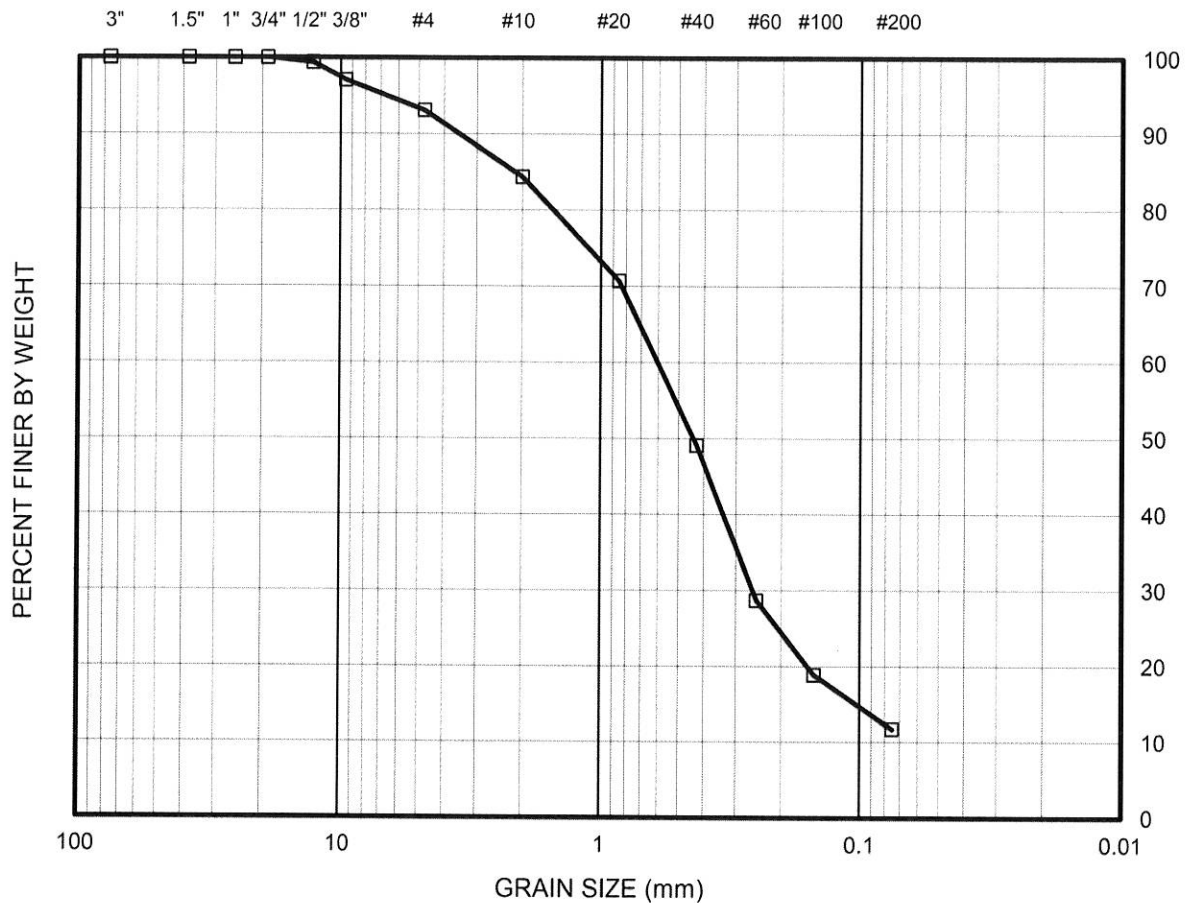
(ASTM D422)

GRAVEL		SAND			SILT OR CLAY
COARSE	FINE	COARSE	MEDIUM	FINE	

U.S. STANDARD SIEVE OPENING

U.S. STANDARD SIEVE NUMBER

HYDROMETER



SYMBOL	BORING NO.	SAMPLE NO.	DEPTH (FT)	SAMPLE TYPE	SOIL TYPE	LIQUID LIMIT	PLASTICITY INDEX
□	B-2	8	30.0	Bag	SW-SM	N/A	N/A

Gravel:	6.9%
Sand:	81.4%
Fine:	11.7%

**EGLAB, INC.**

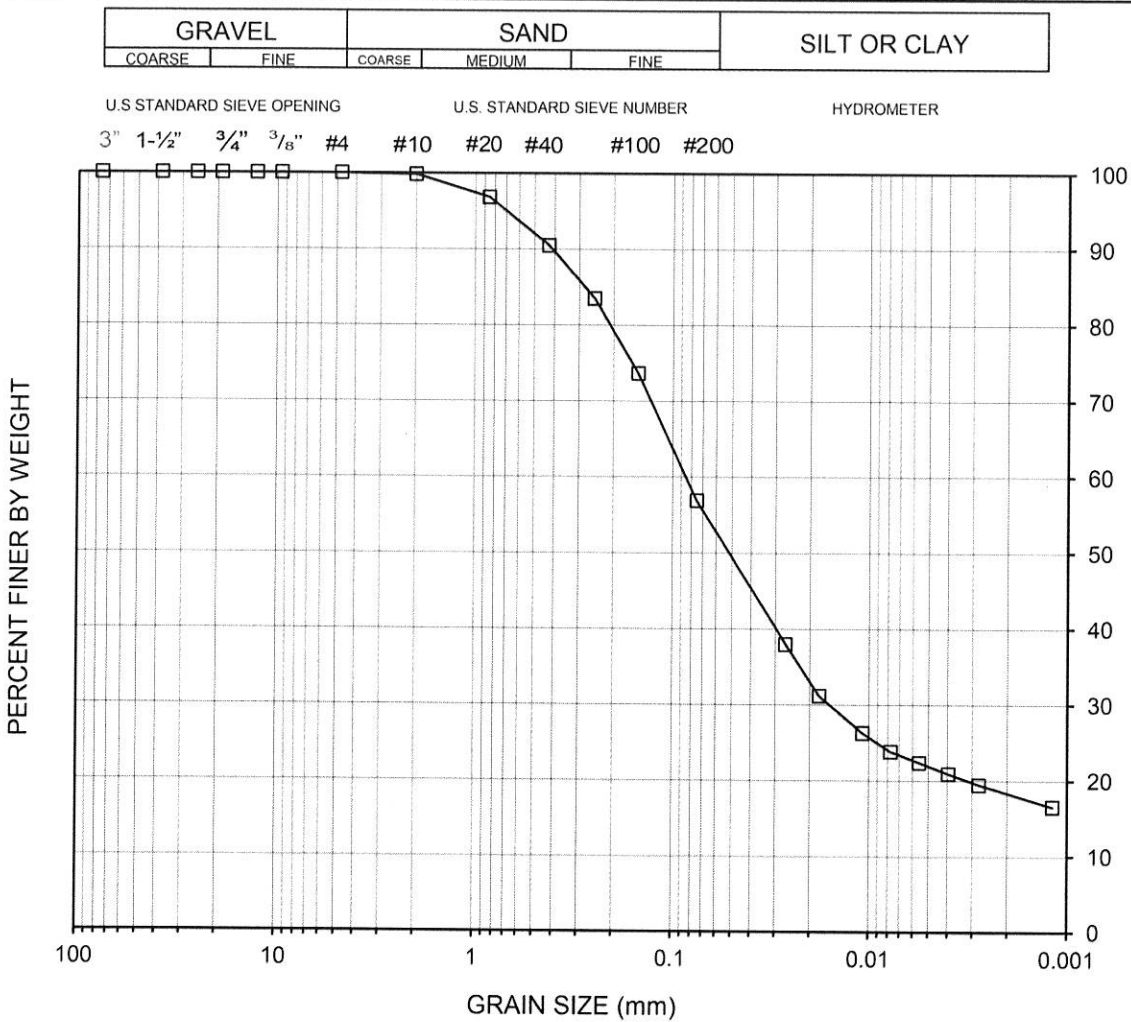
Project Name:

Client Job No.: 203022-01  
 Client Name: LGC Valley, Inc.  
 EGLAB Project No.: 20-059-010

**GRAIN SIZE  
DISTRIBUTION CURVE**  
(ASTM D422)

09/18/20

FIGURE



SYMBOL	BORING No.	SAMPLE ID.	DEPTH (FT)	SAMPLE TYPE	SOIL TYPE	LIQUID LIMIT	PLASTICITY INDEX
□	B-3	5	15.0	Bag	CL	32	16

Clay	22.0%
Sand	43.1%
Silt	34.9%

<b>EGLAB, INC.</b>	Project Name: FF / West LA
	Client: LGC Valley, Inc. Job No.: 203022-01 EGLAB Project No.: 20-059-010
<b>GRAINSIZE DISTRIBUTION CURVE</b>	
9/18/20	FIGURE

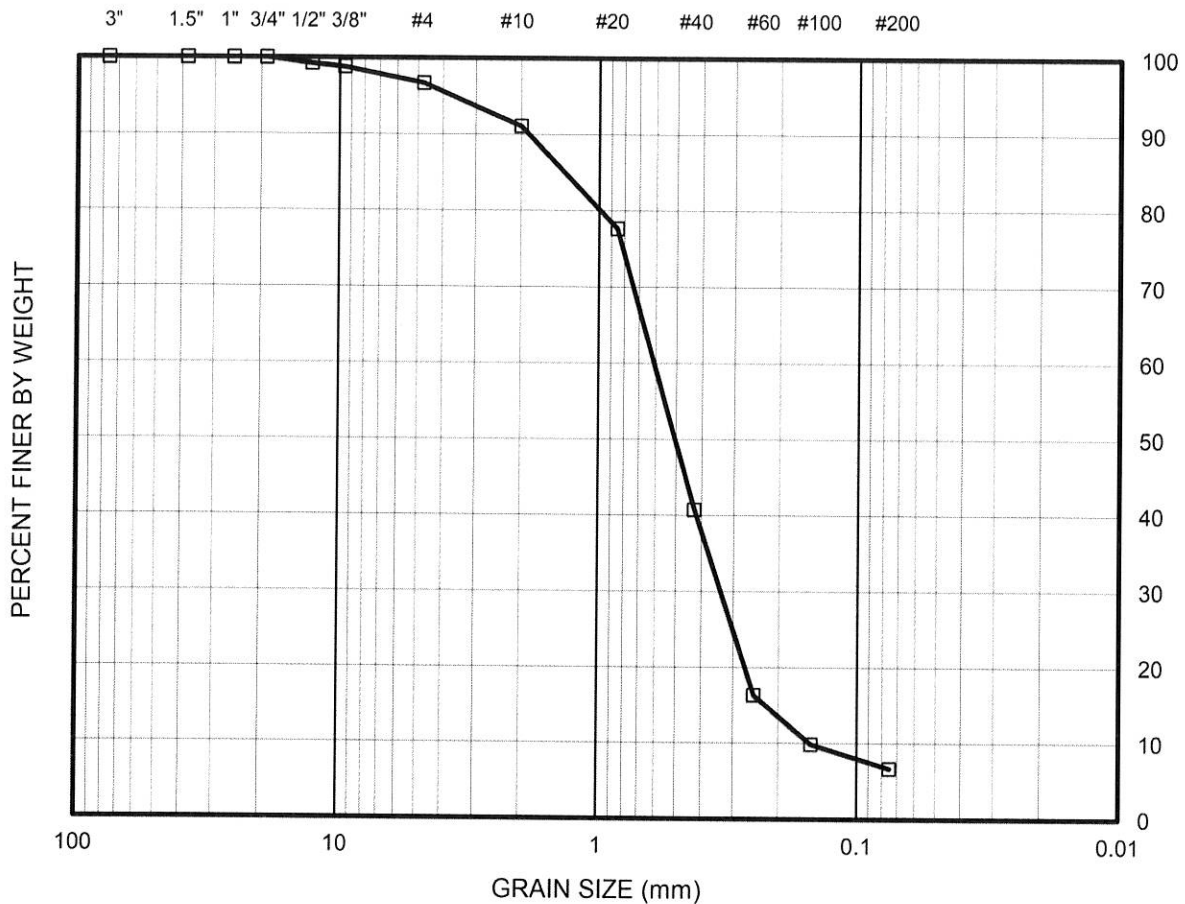
(ASTM D422)

GRAVEL		SAND			SILT OR CLAY
COARSE	FINE	COARSE	MEDIUM	FINE	

U.S. STANDARD SIEVE OPENING

U.S. STANDARD SIEVE NUMBER

HYDROMETER

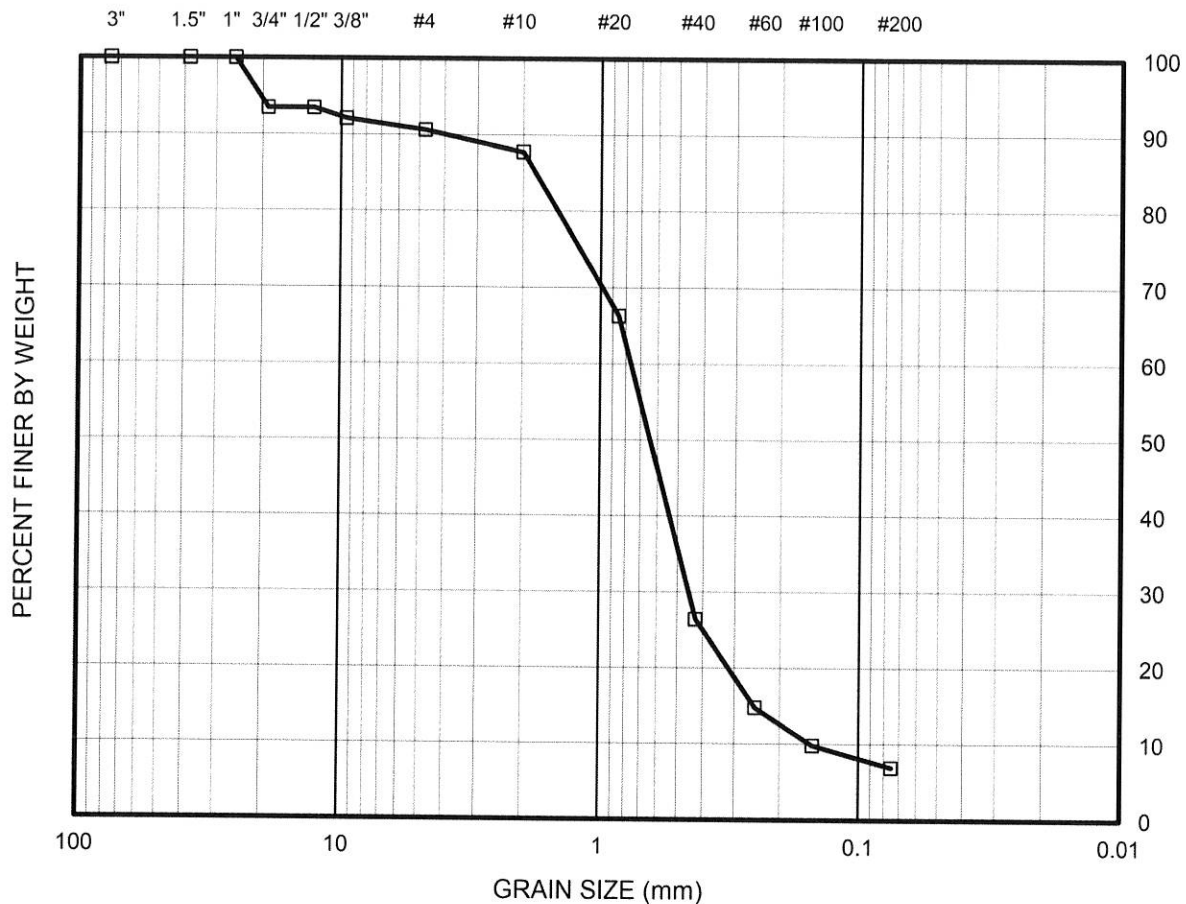


GRAVEL		SAND			SILT OR CLAY
COARSE	FINE	COARSE	MEDIUM	FINE	

U.S. STANDARD SIEVE OPENING

U.S. STANDARD SIEVE NUMBER

HYDROMETER



SYMBOL	BORING NO.	SAMPLE NO.	DEPTH (FT)	SAMPLE TYPE	SOIL TYPE	LIQUID LIMIT	PLASTICITY INDEX
□	B-3	9	35.0	Bag	SP-SM	N/A	N/A

Gravel:	9.4%
Sand:	83.7%
Fine:	6.9%

<b>EGLAB, INC.</b>	Project Name:	
	Client Job No.: 203022-01	Client Name: LGC Valley, Inc.
EGLAB Project No.: 20-059-010		
<b>GRAIN SIZE DISTRIBUTION CURVE</b> (ASTM D422)		
09/18/20	FIGURE	

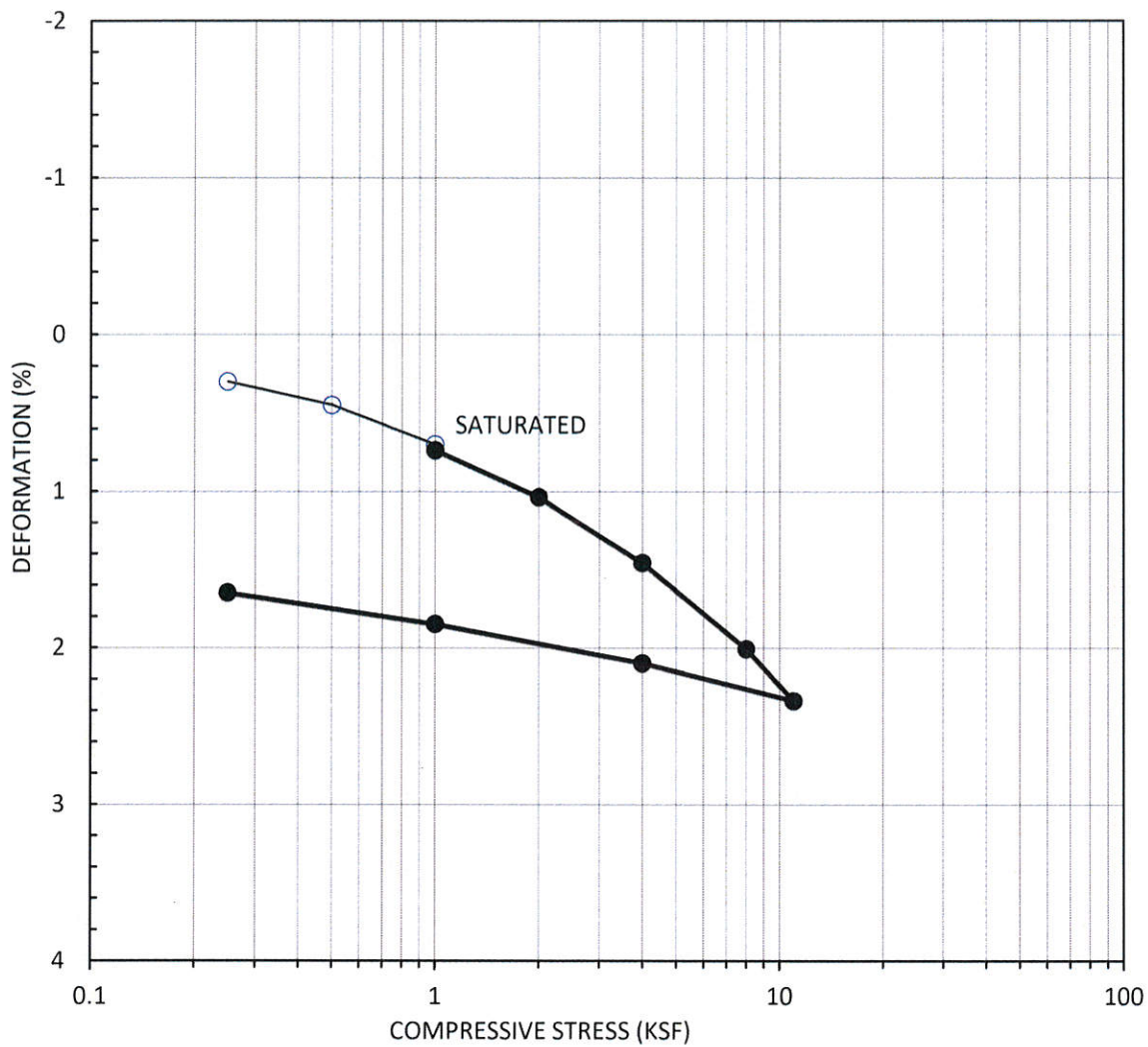


SYMBOL	BORING NO.	SAMPLE NO.	DEPTH (FT)	SAMPLE TYPE	SOIL TYPE	LIQUID LIMIT	PLASTICITY INDEX
□	B-3	12	50.0	Bag	SM	N/A	N/A

Gravel:	1.5%
Sand:	83.9%
Fine:	14.6%

<b>EGLAB, INC.</b>	Project Name:	
	Client Job No.:	203022-01
	Client Name:	LGC Valley, Inc.
	EGLAB Project No.:	20-059-010
<b>GRAIN SIZE DISTRIBUTION CURVE</b>		
(ASTM D422)		
09/18/20		FIGURE





Symbol	Boring No.	Sample No.	Depth (Ft.)	Soil Type	Init. Moisture Content (%)	Init. Dry Density (PCF)	Init. Void Ratio
○	B-1	2	5.0	SM	14.0	103.4	0.630

**EGLAB, INC.**

Project Name:

FF / West LA

Client: LGC Valley, Inc.

Job No.: 203022-01

EGLAB Project No.: 20-059-010

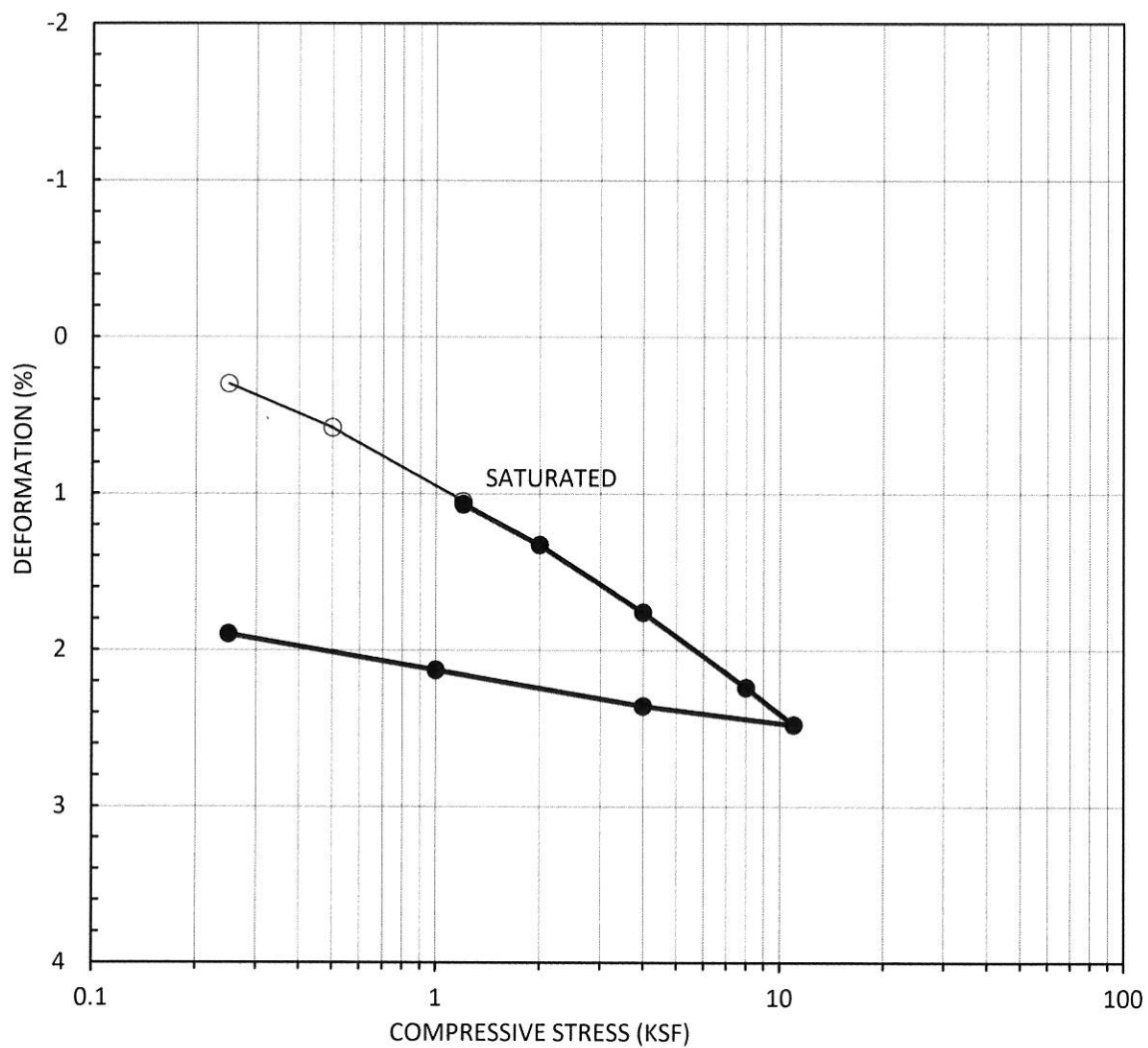
## CONSOLIDATION

09/20

(ASTM D2435)

Figure





Symbol	Boring No.	Sample No.	Depth (Ft.)	Soil Type	Init. Moisture Content (%)	Init. Dry Density (PCF)	Init. Void Ratio
○	B-1	3	7.5	SM	8.7	131.8	0.278

**EGLAB, INC.**

Project Name:

FF / West LA

Client:

LGC Valley, Inc.

Job No.:

203022-01

EGLAB Project No.:

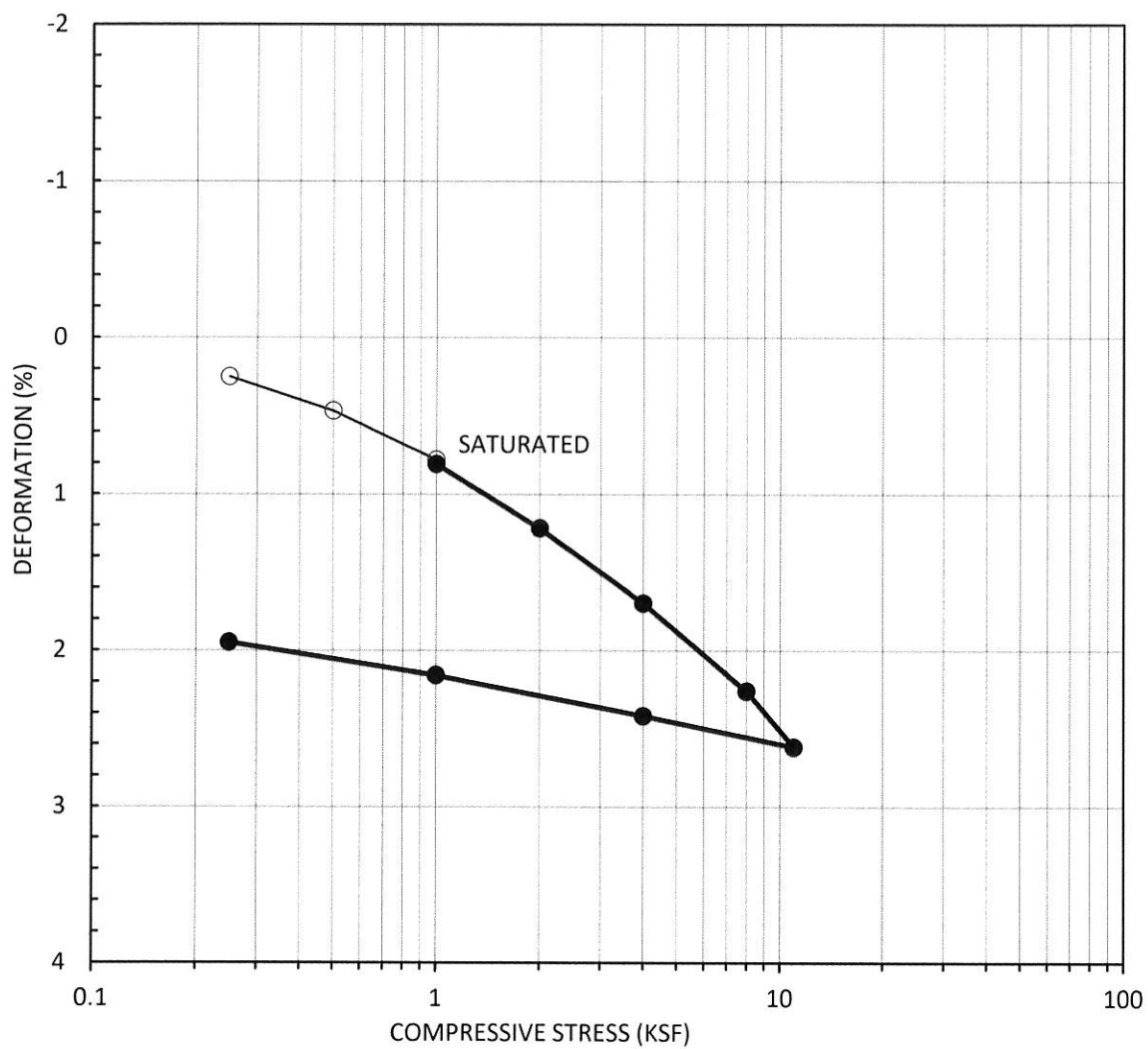
20-059-010

## CONSOLIDATION

09/20

(ASTM D2435)

Figure



Symbol	Boring No.	Sample No.	Depth (Ft.)	Soil Type	Init. Moisture Content (%)	Init. Dry Density (PCF)	Init. Void Ratio
○	B-2	2	5.0	SC	12.5	113.1	0.489

**EGLAB, INC.**

Project Name:

FF / West LA

Client:

LGC Valley, Inc.

Job No.:

203022-01

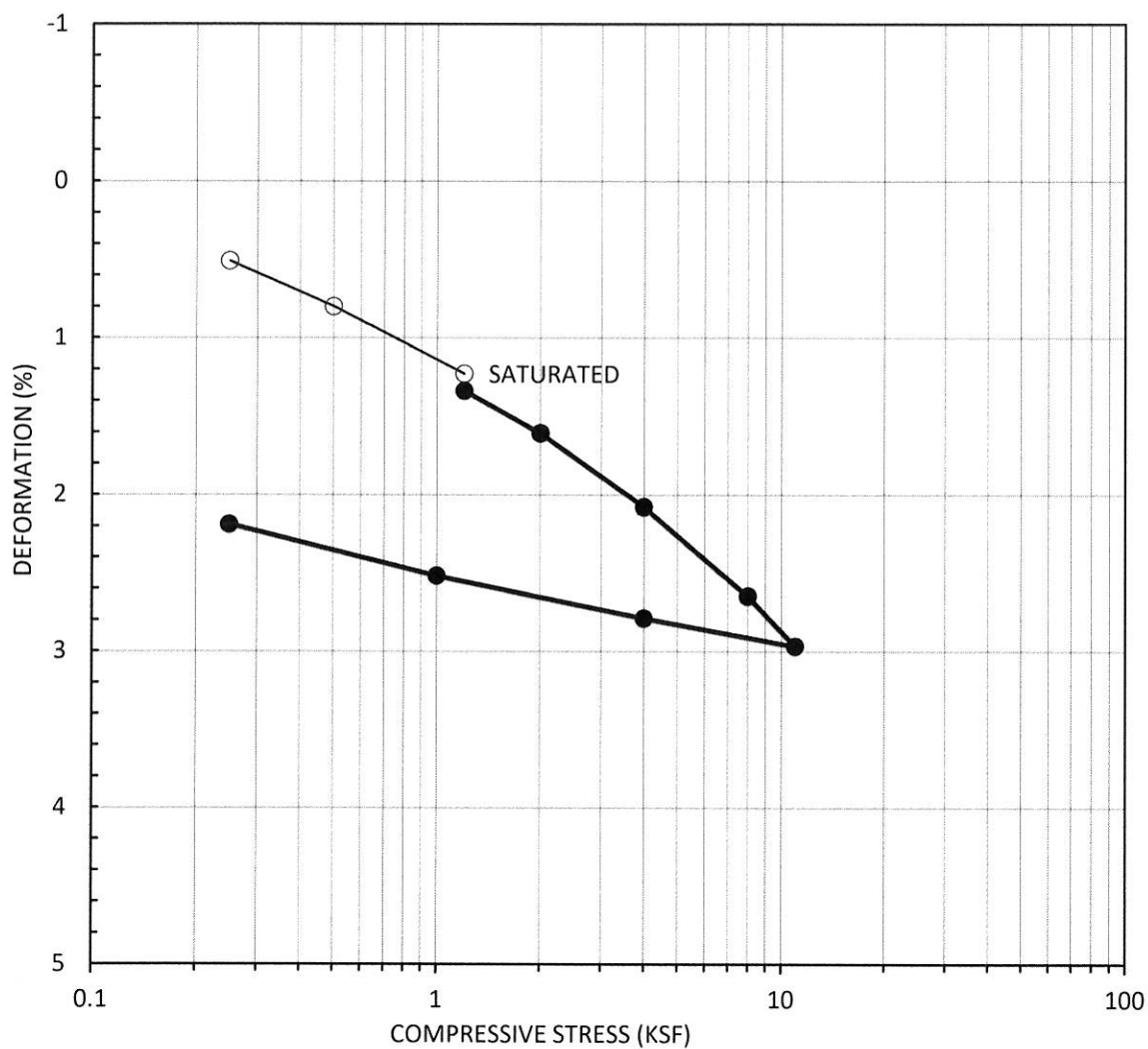
EGLAB Project No.: 20-059-010

## CONSOLIDATION

09/20

(ASTM D2435)

Figure



Symbol	Boring No.	Sample No.	Depth (Ft.)	Soil Type	Init. Moisture Content (%)	Init. Dry Density (PCF)	Init. Void Ratio
○	B-2	3	7.5	SM	9.6	126.0	0.337

**EGLAB, INC.**

Project Name:

FF / West LA

Client:

LGC Valley, Inc.

Job No.:

203022-01

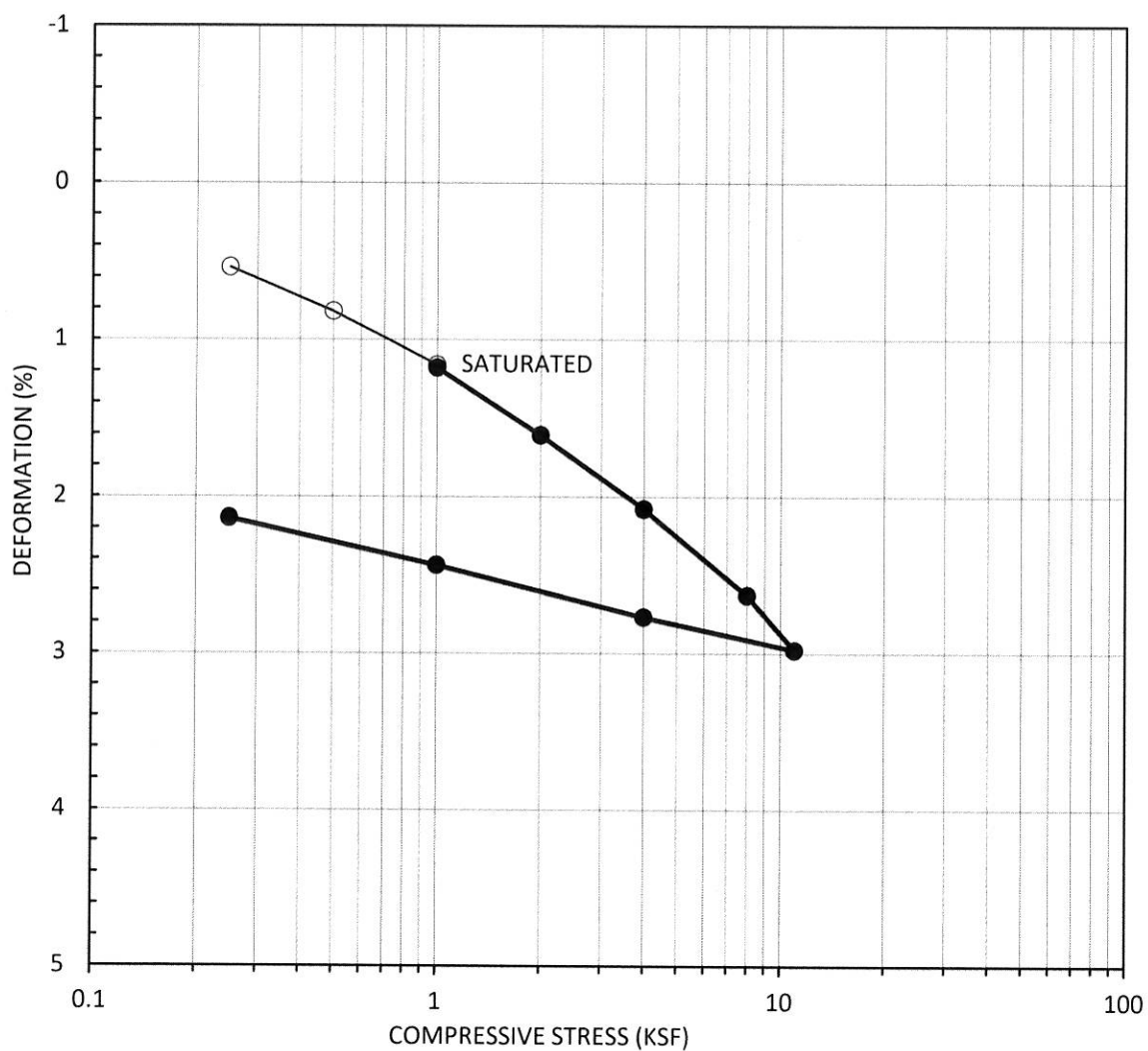
EGLAB Project No.: 20-059-010

## CONSOLIDATION

09/20

(ASTM D2435)

Figure



Symbol	Boring No.	Sample No.	Depth (Ft.)	Soil Type	Init. Moisture Content (%)	Init. Dry Density (PCF)	Init. Void Ratio
○	B-3	2	5.0	SM	14.6	111.7	0.509

**EGLAB, INC.**

Project Name:

FF / West LA

Client:

LGC Valley, Inc.

Job No.:

203022-01

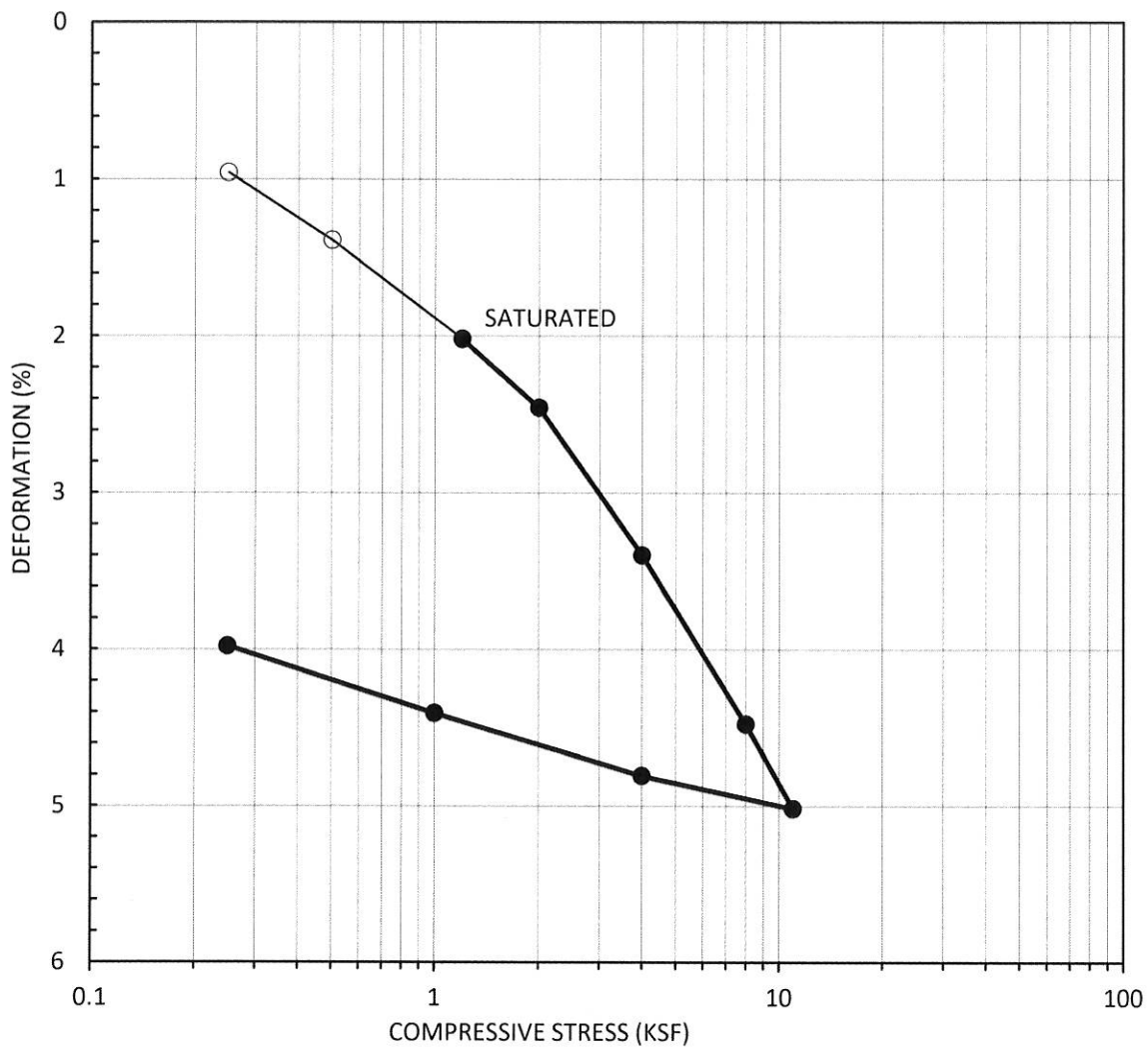
EGLAB Project No.: 20-059-010

## CONSOLIDATION

09/20

(ASTM D2435)

Figure



Symbol	Boring No.	Sample No.	Depth (Ft.)	Soil Type	Init. Moisture Content (%)	Init. Dry Density (PCF)	Init. Void Ratio
○	B-3	3	7.5	SC	12.0	129.3	0.303

**EGLAB, INC.**

Project Name:

FF / West LA

Client:

LGC Valley, Inc.

Job No.:

203022-01

EGLAB Project No.:

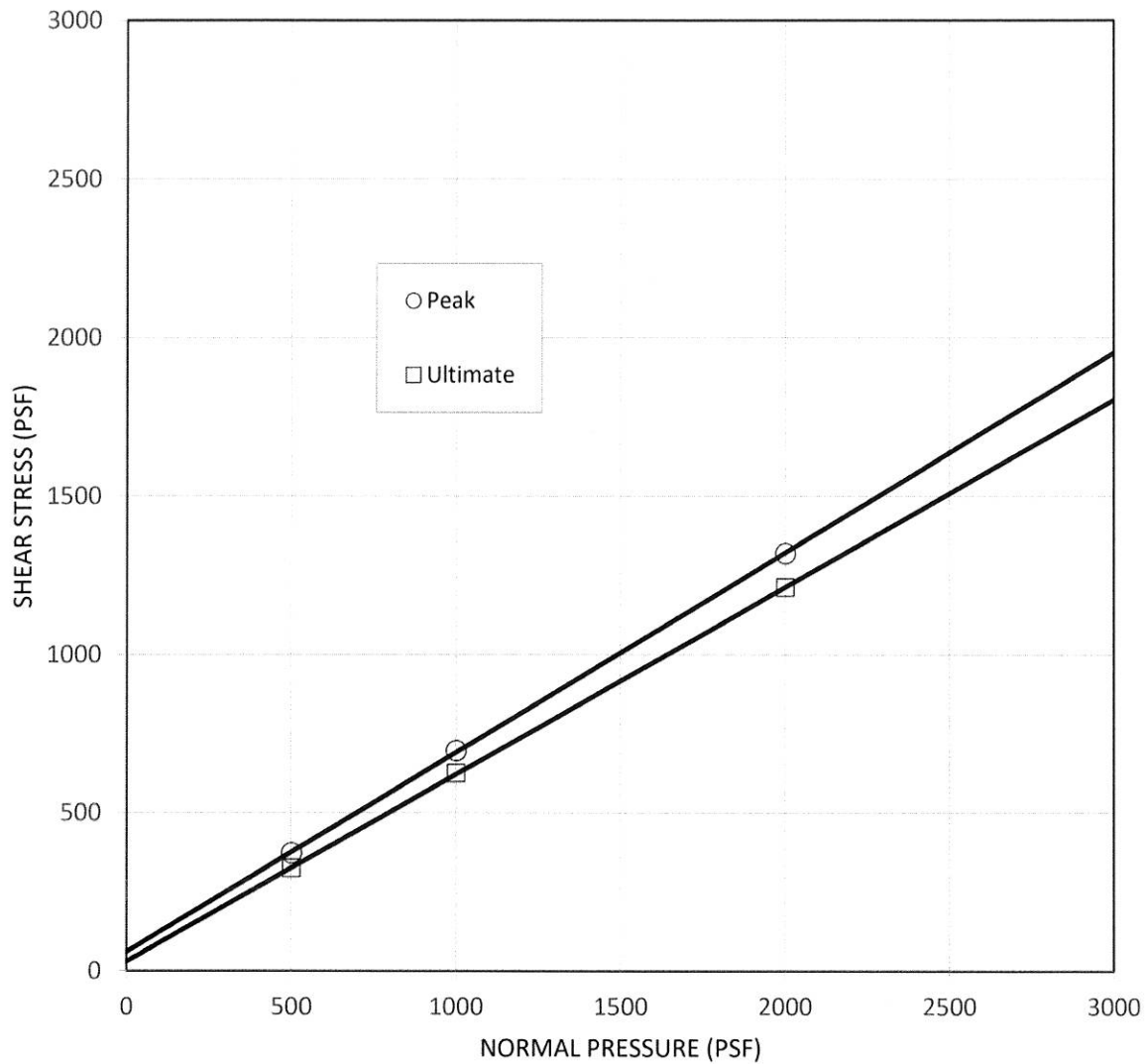
20-059-010

## CONSOLIDATION

09/20

(ASTM D2435)

Figure



Boring No.	Sample No.	Depth (ft)	Sample Type	Soil Type	Symbol	Cohesion (PSF)	Friction Angle
B-1	1	2.5	Ring	SM	○	60	32
					□	30	31

Normal Stress (psf)	Initial Moisture (%)	Final Moisture (%)
500	5.1	22.0
1000	5.1	21.7
2000	5.1	21.1

**EGLAB, INC.**

Project Name:  
FF / West LA

Client: LGC Valley, Inc.

Project No.: 203022-01

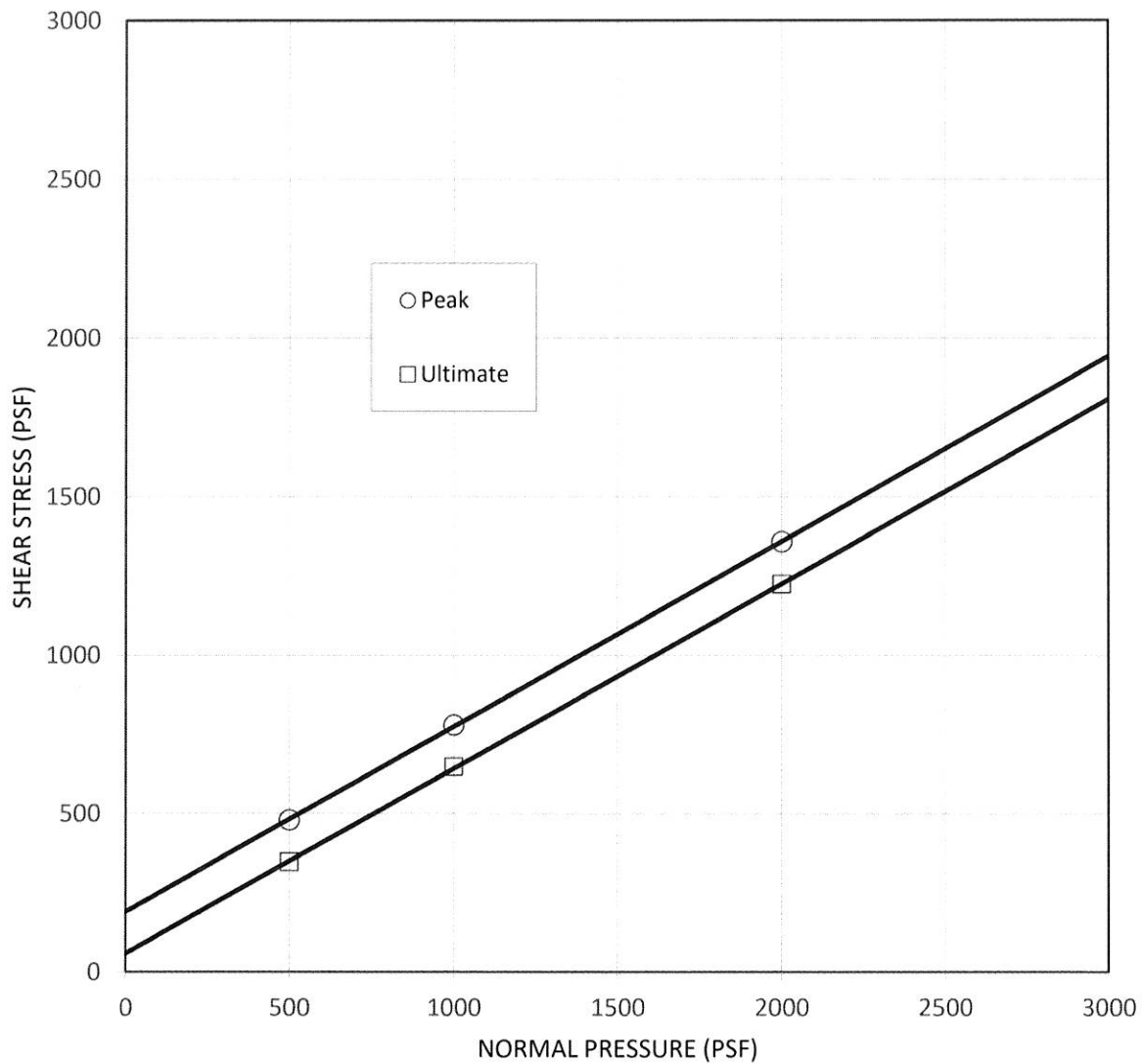
EGLAB Project No.: 20-059-010

## DIRECT SHEAR

09/20

(ASTM D3080)

Figure



Boring No.	Sample No.	Depth (ft)	Sample Type	Soil Type	Symbol	Cohesion (PSF)	Friction Angle
B-1	Bag-1	0-5.0	Bulk	CL	○	191	30
					□	60	30

Note: Sample was remolded to **90 %** maximum relative density and optimum moisture

Maximum Dry Density: **130.0 pcf**

Optimum Moisture: **8.5 %**

Normal Stress (psf)	Initial Moisture (%)	Final Moisture (%)
500	8.5	16.7
1000	8.5	16.3
2000	8.5	15.9

**EGLAB, INC.**

Project Address:  
FF / West LA

Client: LGC Valley, Inc.

Project No.: 203022-01

EGLAB Project No.: 20-059-010

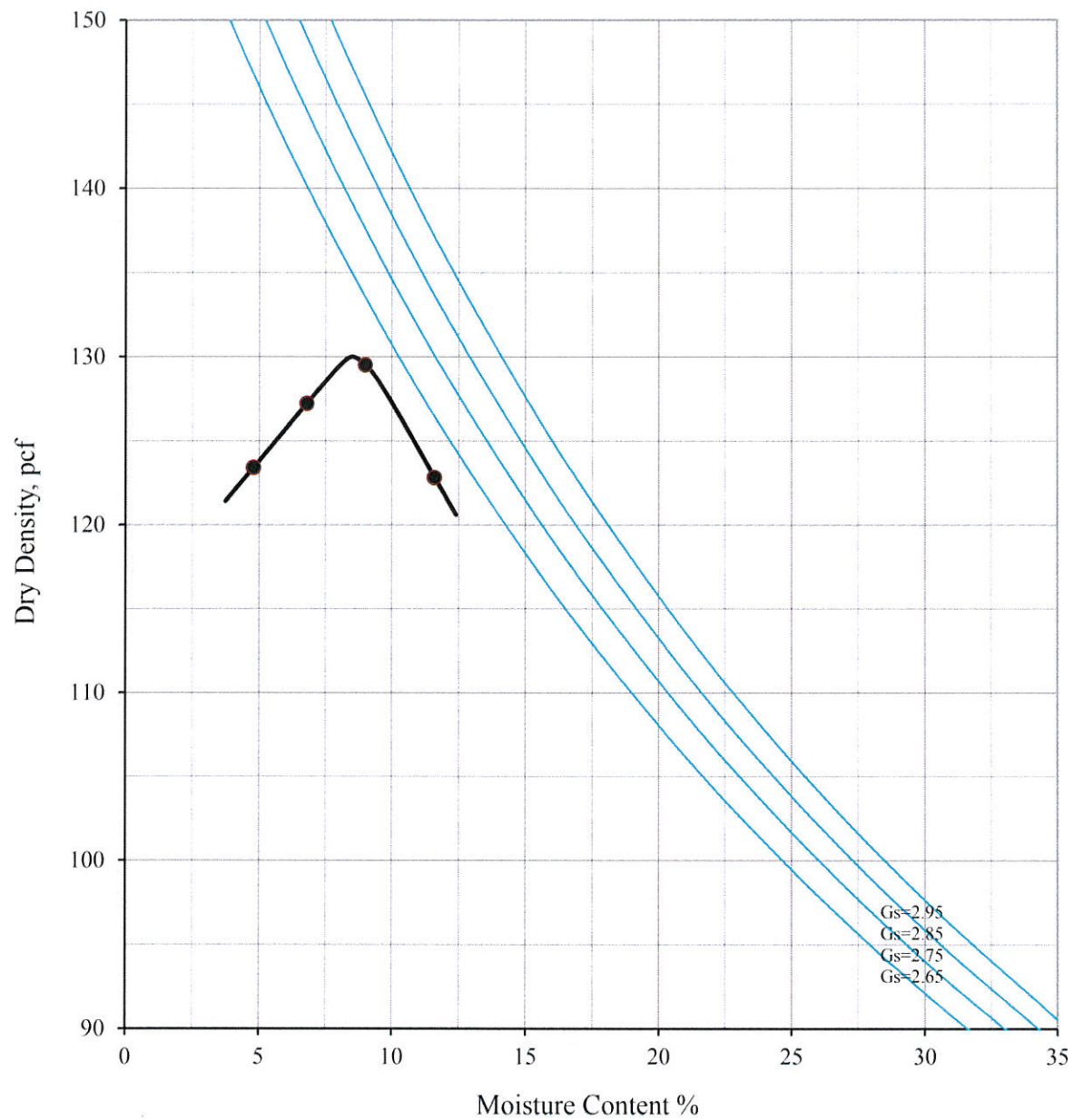
**DIRECT SHEAR**

09/20

(ASTM D3080)

Figure





Maximum Dry Density = 130.0 pcf

Optimum Moisture Content = 8.5 %

**EGLAB, INC.**

**Modified Proctor**

(ASTM D1557)

Boring No: B-3

Sample: A

Depth : 3.0-4.0 feet

Description : Silty sand (SM), dark brown,  
trace of gravel

Project Name:

FF / West LA

Client Name:

LGC Valley, Inc.

Job No.:

203022-01

EGLAB Project No.:

20-059-010

Date :

Sep-20

Figure

**APPENDIX D**

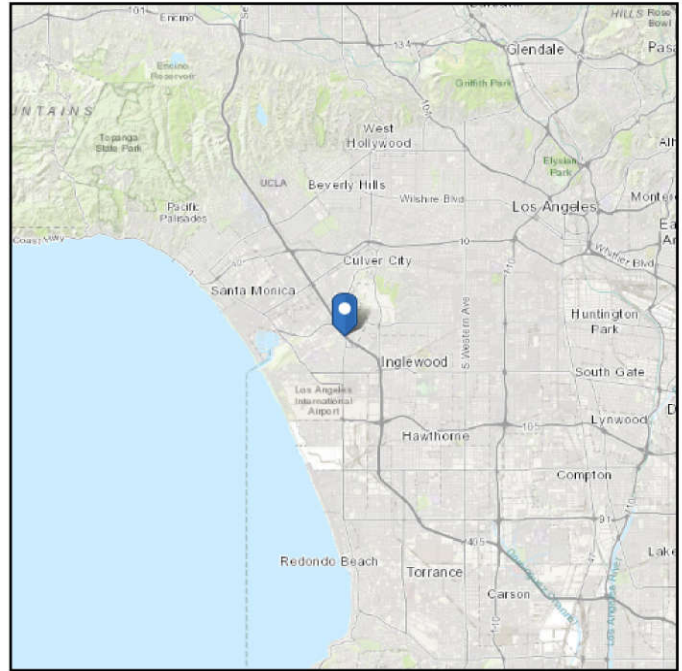
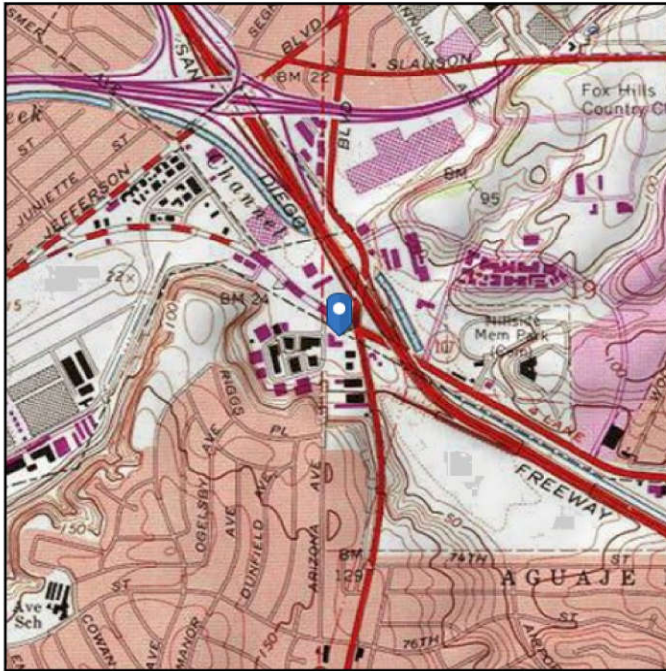
**ASCE 7 Hazards Report and Liquefaction and Dry Sand Settlement Analysis**

# ASCE 7 Hazards Report

**Address:**  
No Address at This  
Location

**Standard:** ASCE/SEI 7-16  
**Risk Category:** III  
**Soil Class:** D - Stiff Soil

**Elevation:** 29.54 ft (NAVD 88)  
**Latitude:** 33.980668  
**Longitude:** -118.39535



**Site Soil Class:** D - Stiff Soil

**Results:**

$S_S$ :	1.884	$S_{D1}$ :	N/A
$S_1$ :	0.663	$T_L$ :	8
$F_a$ :	1	$PGA$ :	0.806
$F_v$ :	N/A	$PGA_M$ :	0.887
$S_{MS}$ :	1.884	$F_{PGA}$ :	1.1
$S_{M1}$ :	N/A	$I_e$ :	1.25
$S_{DS}$ :	1.256	$C_v$ :	1.477

Ground motion hazard analysis may be required. See ASCE/SEI 7-16 Section 11.4.8.

**Data Accessed:** Thu Oct 01 2020

**Date Source:** [USGS Seismic Design Maps](#)

The ASCE 7 Hazard Tool is provided for your convenience, for informational purposes only, and is provided “as is” and without warranties of any kind. The location data included herein has been obtained from information developed, produced, and maintained by third party providers; or has been extrapolated from maps incorporated in the ASCE 7 standard. While ASCE has made every effort to use data obtained from reliable sources or methodologies, ASCE does not make any representations or warranties as to the accuracy, completeness, reliability, currency, or quality of any data provided herein. Any third-party links provided by this Tool should not be construed as an endorsement, affiliation, relationship, or sponsorship of such third-party content by or from ASCE.

ASCE does not intend, nor should anyone interpret, the results provided by this Tool to replace the sound judgment of a competent professional, having knowledge and experience in the appropriate field(s) of practice, nor to substitute for the standard of care required of such professionals in interpreting and applying the contents of this Tool or the ASCE 7 standard.

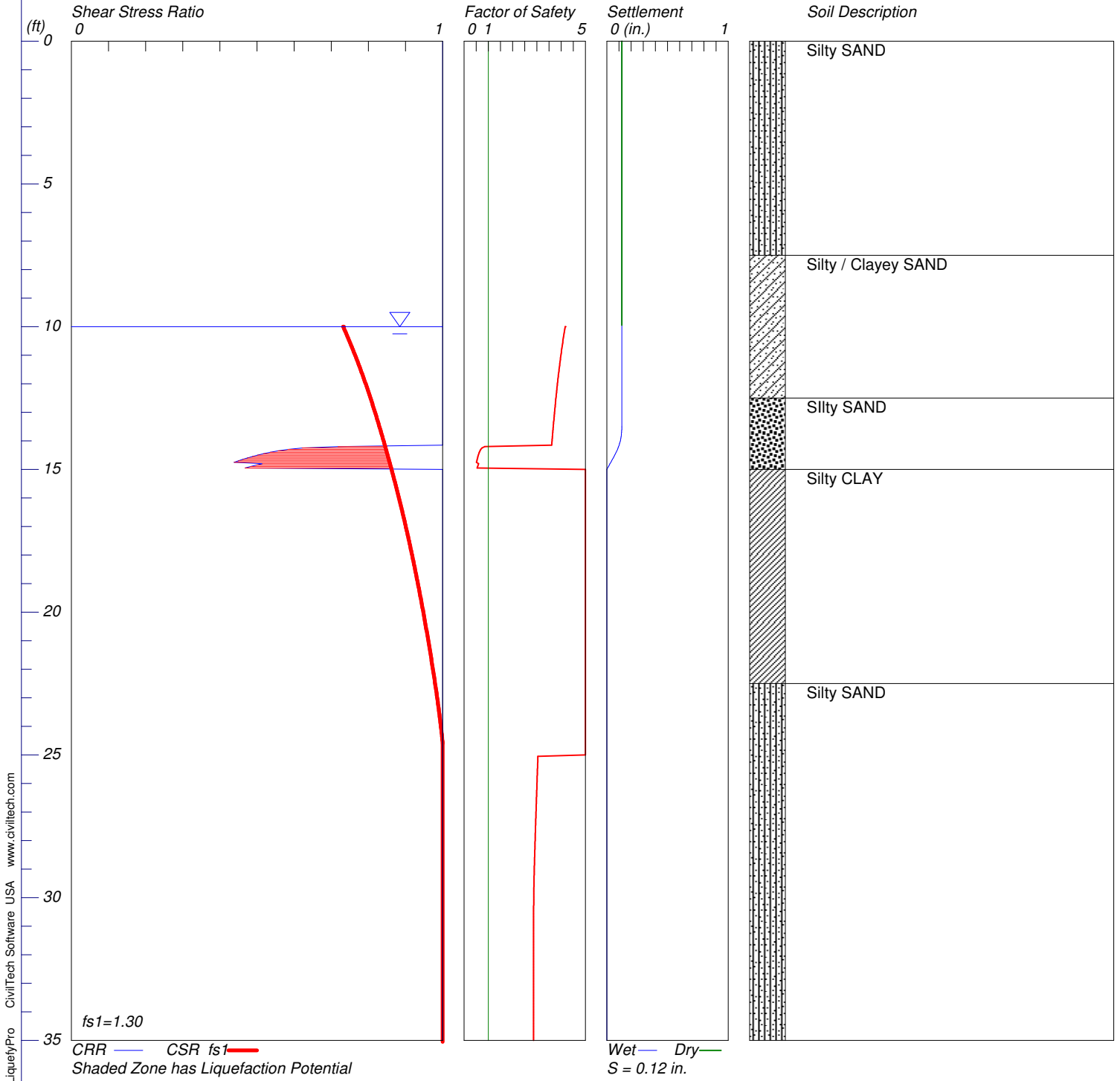
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# LIQUEFACTION ANALYSIS

FF West La

Hole No.=B-1 Water Depth=10 ft

Magnitude=6.36  
Acceleration=0.887g



\*\*\*\*\*  
\*\*\*\*\*

LIQUEFACTION ANALYSIS CALCULATION SHEET

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\*\*\*\*\*

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Input File Name: C:\Users\ARich\Desktop\FF West La\Project No. 203022-01

B-1.liq

Title: FF West La  
Subtitle: Project No. 203022-01

Surface Elev.=  
Hole No.=B-1  
Depth of Hole= 39.0 ft  
Water Table during Earthquake= 10.0 ft  
Water Table during In-Situ Testing= 29.0 ft  
Max. Acceleration= 0.89 g  
Earthquake Magnitude= 6.4

Input Data:

Surface Elev.=  
Hole No.=B-1  
Depth of Hole=39.0 ft  
Water Table during Earthquake= 10.0 ft  
Water Table during In-Situ Testing= 29.0 ft  
Max. Acceleration=0.89 g  
Earthquake Magnitude=6.4

Earthquake Magnitude=6.4

2. Settlement Analysis Method: Tokimatsu / Seed

3. Fines Correction for Liquefaction: Idriss/Seed (SPT only)

4. Fine Correction for Settlement: During Liquefaction\*

5. Settlement Calculation in: All zones\*

6. Hammer Energy Ratio, Ce = 1.3

7. Borehole Diameter, Cb= 1

8. Sampling Method, Cs= 1.2

9. User request factor of safety (apply to CSR) , User= 1.3

Plot one CSR curve (fs1=User)

10. Use Curve Smoothing: Yes\*

\* Recommended Options

In-Situ Test Data:

Depth ft	SPT	gamma pcf	Fines %
0.0	17.0	117.9	NoLiq
5.0	13.0	117.9	NoLiq
7.5	25.0	143.3	NoLiq
10.0	29.0	138.0	6.8
12.5	31.0	138.0	6.8
15.0	17.0	120.0	NoLiq
17.5	17.0	120.0	NoLiq
20.0	11.0	120.0	NoLiq
22.5	37.0	120.0	NoLiq
25.0	33.0	138.0	24.0
27.5	65.0	138.0	24.0
30.0	53.0	138.0	13.0
32.5	74.0	138.0	13.0
35.0	50.0	138.0	13.0
37.5	50.0	138.0	13.0

Output Results:

Settlement of saturated sands=0.12 in.  
Settlement of dry sands=0.00 in.  
Total settlement of saturated and dry sands=0.12 in.  
Differential Settlement=0.062 to 0.082 in.

Depth ft	CRRm	CSRs	F.S.	S_sat. in.	S_dry in.	S_all in.
0.00	2.00	0.75	5.00	0.12	0.00	0.12
0.05	2.00	0.75	5.00	0.12	0.00	0.12
0.10	2.00	0.75	5.00	0.12	0.00	0.12
0.15	2.00	0.75	5.00	0.12	0.00	0.12
0.20	2.00	0.75	5.00	0.12	0.00	0.12
0.25	2.00	0.75	5.00	0.12	0.00	0.12
0.30	2.00	0.75	5.00	0.12	0.00	0.12
0.35	2.00	0.75	5.00	0.12	0.00	0.12
0.40	2.00	0.75	5.00	0.12	0.00	0.12
0.45	2.00	0.75	5.00	0.12	0.00	0.12
0.50	2.00	0.75	5.00	0.12	0.00	0.12
0.55	2.00	0.75	5.00	0.12	0.00	0.12
0.60	2.00	0.75	5.00	0.12	0.00	0.12
0.65	2.00	0.75	5.00	0.12	0.00	0.12
0.70	2.00	0.75	5.00	0.12	0.00	0.12
0.75	2.00	0.75	5.00	0.12	0.00	0.12
0.80	2.00	0.75	5.00	0.12	0.00	0.12
0.85	2.00	0.75	5.00	0.12	0.00	0.12
0.90	2.00	0.75	5.00	0.12	0.00	0.12
0.95	2.00	0.75	5.00	0.12	0.00	0.12
1.00	2.00	0.75	5.00	0.12	0.00	0.12







11.05	3.05	0.77	3.98	0.12	0.00	0.12
11.10	3.05	0.77	3.97	0.12	0.00	0.12
11.15	3.05	0.77	3.97	0.12	0.00	0.12
11.20	3.05	0.77	3.96	0.12	0.00	0.12
11.25	3.05	0.77	3.95	0.12	0.00	0.12
11.30	3.05	0.77	3.94	0.12	0.00	0.12
11.35	3.05	0.77	3.94	0.12	0.00	0.12
11.40	3.05	0.78	3.93	0.12	0.00	0.12
11.45	3.05	0.78	3.92	0.12	0.00	0.12
11.50	3.05	0.78	3.91	0.12	0.00	0.12
11.55	3.05	0.78	3.91	0.12	0.00	0.12
11.60	3.05	0.78	3.90	0.12	0.00	0.12
11.65	3.05	0.78	3.89	0.12	0.00	0.12
11.70	3.05	0.78	3.89	0.12	0.00	0.12
11.75	3.05	0.79	3.88	0.12	0.00	0.12
11.80	3.05	0.79	3.87	0.12	0.00	0.12
11.85	3.05	0.79	3.87	0.12	0.00	0.12
11.90	3.05	0.79	3.86	0.12	0.00	0.12
11.95	3.05	0.79	3.85	0.12	0.00	0.12
12.00	3.05	0.79	3.85	0.12	0.00	0.12
12.05	3.05	0.79	3.84	0.12	0.00	0.12
12.10	3.05	0.80	3.83	0.12	0.00	0.12
12.15	3.05	0.80	3.83	0.12	0.00	0.12
12.20	3.05	0.80	3.82	0.12	0.00	0.12
12.25	3.05	0.80	3.82	0.12	0.00	0.12
12.30	3.05	0.80	3.81	0.12	0.00	0.12
12.35	3.05	0.80	3.80	0.12	0.00	0.12
12.40	3.05	0.80	3.80	0.12	0.00	0.12
12.45	3.05	0.80	3.79	0.12	0.00	0.12
12.50	3.05	0.81	3.78	0.12	0.00	0.12
12.55	3.05	0.81	3.78	0.12	0.00	0.12
12.60	3.05	0.81	3.77	0.12	0.00	0.12
12.65	3.05	0.81	3.77	0.12	0.00	0.12
12.70	3.05	0.81	3.76	0.12	0.00	0.12
12.75	3.05	0.81	3.76	0.12	0.00	0.12
12.80	3.05	0.81	3.75	0.12	0.00	0.12
12.85	3.05	0.81	3.74	0.12	0.00	0.12
12.90	3.05	0.82	3.74	0.12	0.00	0.12
12.95	3.05	0.82	3.73	0.12	0.00	0.12
13.00	3.05	0.82	3.73	0.12	0.00	0.12
13.05	3.05	0.82	3.72	0.12	0.00	0.12
13.10	3.05	0.82	3.72	0.12	0.00	0.12
13.15	3.05	0.82	3.71	0.12	0.00	0.12
13.20	3.05	0.82	3.71	0.12	0.00	0.12
13.25	3.05	0.82	3.70	0.12	0.00	0.12
13.30	3.05	0.83	3.70	0.12	0.00	0.12
13.35	3.05	0.83	3.69	0.12	0.00	0.12
13.40	3.05	0.83	3.69	0.12	0.00	0.12
13.45	3.05	0.83	3.68	0.12	0.00	0.12
13.50	3.05	0.83	3.68	0.12	0.00	0.12

13.55	3.05	0.83	3.67	0.12	0.00	0.12
13.60	3.05	0.83	3.67	0.12	0.00	0.12
13.65	3.05	0.83	3.66	0.12	0.00	0.12
13.70	3.05	0.83	3.66	0.12	0.00	0.12
13.75	3.05	0.84	3.65	0.12	0.00	0.12
13.80	3.05	0.84	3.65	0.12	0.00	0.12
13.85	3.05	0.84	3.64	0.12	0.00	0.12
13.90	3.05	0.84	3.64	0.12	0.00	0.12
13.95	3.05	0.84	3.63	0.11	0.00	0.11
14.00	3.05	0.84	3.63	0.11	0.00	0.11
14.05	3.05	0.84	3.62	0.11	0.00	0.11
14.10	3.05	0.84	3.62	0.10	0.00	0.10
14.15	3.05	0.84	3.61	0.10	0.00	0.10
14.20	0.72	0.85	0.85*	0.10	0.00	0.10
14.25	0.62	0.85	0.73*	0.09	0.00	0.09
14.30	0.58	0.85	0.69*	0.09	0.00	0.09
14.35	0.56	0.85	0.66*	0.08	0.00	0.08
14.40	0.54	0.85	0.63*	0.08	0.00	0.08
14.45	0.52	0.85	0.61*	0.07	0.00	0.07
14.50	0.50	0.85	0.59*	0.07	0.00	0.07
14.55	0.49	0.85	0.57*	0.06	0.00	0.06
14.60	0.47	0.85	0.55*	0.05	0.00	0.05
14.65	0.46	0.85	0.54*	0.05	0.00	0.05
14.70	0.45	0.86	0.52*	0.04	0.00	0.04
14.75	0.44	0.86	0.51*	0.03	0.00	0.03
14.80	0.51	0.86	0.60*	0.03	0.00	0.03
14.85	0.50	0.86	0.58*	0.02	0.00	0.02
14.90	0.48	0.86	0.56*	0.01	0.00	0.01
14.95	0.47	0.86	0.54*	0.01	0.00	0.01
15.00	2.00	0.86	5.00	0.00	0.00	0.00
15.05	2.00	0.86	5.00	0.00	0.00	0.00
15.10	2.00	0.86	5.00	0.00	0.00	0.00
15.15	2.00	0.87	5.00	0.00	0.00	0.00
15.20	2.00	0.87	5.00	0.00	0.00	0.00
15.25	2.00	0.87	5.00	0.00	0.00	0.00
15.30	2.00	0.87	5.00	0.00	0.00	0.00
15.35	2.00	0.87	5.00	0.00	0.00	0.00
15.40	2.00	0.87	5.00	0.00	0.00	0.00
15.45	2.00	0.87	5.00	0.00	0.00	0.00
15.50	2.00	0.87	5.00	0.00	0.00	0.00
15.55	2.00	0.87	5.00	0.00	0.00	0.00
15.60	2.00	0.87	5.00	0.00	0.00	0.00
15.65	2.00	0.88	5.00	0.00	0.00	0.00
15.70	2.00	0.88	5.00	0.00	0.00	0.00
15.75	2.00	0.88	5.00	0.00	0.00	0.00
15.80	2.00	0.88	5.00	0.00	0.00	0.00
15.85	2.00	0.88	5.00	0.00	0.00	0.00
15.90	2.00	0.88	5.00	0.00	0.00	0.00
15.95	2.00	0.88	5.00	0.00	0.00	0.00
16.00	2.00	0.88	5.00	0.00	0.00	0.00











36.05	2.89	1.01	2.86	0.00	0.00	0.00
36.10	2.89	1.01	2.86	0.00	0.00	0.00
36.15	2.89	1.01	2.86	0.00	0.00	0.00
36.20	2.89	1.01	2.86	0.00	0.00	0.00
36.25	2.89	1.01	2.86	0.00	0.00	0.00
36.30	2.89	1.01	2.86	0.00	0.00	0.00
36.35	2.89	1.01	2.86	0.00	0.00	0.00
36.40	2.89	1.01	2.86	0.00	0.00	0.00
36.45	2.89	1.01	2.86	0.00	0.00	0.00
36.50	2.89	1.01	2.86	0.00	0.00	0.00
36.55	2.89	1.01	2.86	0.00	0.00	0.00
36.60	2.89	1.01	2.86	0.00	0.00	0.00
36.65	2.89	1.01	2.86	0.00	0.00	0.00
36.70	2.89	1.01	2.86	0.00	0.00	0.00
36.75	2.89	1.01	2.86	0.00	0.00	0.00
36.80	2.89	1.01	2.86	0.00	0.00	0.00
36.85	2.89	1.01	2.87	0.00	0.00	0.00
36.90	2.89	1.01	2.87	0.00	0.00	0.00
36.95	2.89	1.01	2.87	0.00	0.00	0.00
37.00	2.88	1.01	2.87	0.00	0.00	0.00
37.05	2.88	1.01	2.87	0.00	0.00	0.00
37.10	2.88	1.01	2.87	0.00	0.00	0.00
37.15	2.88	1.01	2.87	0.00	0.00	0.00
37.20	2.88	1.01	2.87	0.00	0.00	0.00
37.25	2.88	1.01	2.87	0.00	0.00	0.00
37.30	2.88	1.01	2.87	0.00	0.00	0.00
37.35	2.88	1.00	2.87	0.00	0.00	0.00
37.40	2.88	1.00	2.87	0.00	0.00	0.00
37.45	2.88	1.00	2.87	0.00	0.00	0.00
37.50	2.88	1.00	2.87	0.00	0.00	0.00
37.55	2.88	1.00	2.87	0.00	0.00	0.00
37.60	2.88	1.00	2.87	0.00	0.00	0.00
37.65	2.88	1.00	2.87	0.00	0.00	0.00
37.70	2.88	1.00	2.87	0.00	0.00	0.00
37.75	2.88	1.00	2.87	0.00	0.00	0.00
37.80	2.88	1.00	2.87	0.00	0.00	0.00
37.85	2.88	1.00	2.87	0.00	0.00	0.00
37.90	2.88	1.00	2.87	0.00	0.00	0.00
37.95	2.87	1.00	2.87	0.00	0.00	0.00
38.00	2.87	1.00	2.87	0.00	0.00	0.00
38.05	2.87	1.00	2.87	0.00	0.00	0.00
38.10	2.87	1.00	2.87	0.00	0.00	0.00
38.15	2.87	1.00	2.87	0.00	0.00	0.00
38.20	2.87	1.00	2.87	0.00	0.00	0.00
38.25	2.87	1.00	2.87	0.00	0.00	0.00
38.30	2.87	1.00	2.87	0.00	0.00	0.00
38.35	2.87	1.00	2.87	0.00	0.00	0.00
38.40	2.87	1.00	2.87	0.00	0.00	0.00
38.45	2.87	1.00	2.87	0.00	0.00	0.00
38.50	2.87	1.00	2.87	0.00	0.00	0.00

38.55	2.87	1.00	2.87	0.00	0.00	0.00
38.60	2.87	1.00	2.87	0.00	0.00	0.00
38.65	2.87	1.00	2.87	0.00	0.00	0.00
38.70	2.87	1.00	2.87	0.00	0.00	0.00
38.75	2.87	1.00	2.87	0.00	0.00	0.00
38.80	2.87	1.00	2.87	0.00	0.00	0.00
38.85	2.87	1.00	2.87	0.00	0.00	0.00
38.90	2.87	1.00	2.87	0.00	0.00	0.00
38.95	2.86	1.00	2.87	0.00	0.00	0.00
39.00	2.86	1.00	2.87	0.00	0.00	0.00

\* F.S.<1, Liquefaction Potential Zone

(F.S. is limited to 5, CRR is limited to 2, CSR is limited to 2)

Units                      Depth = ft, Stress or Pressure = tsf (atm), Unit Weight =  
pcf, Settlement = in.

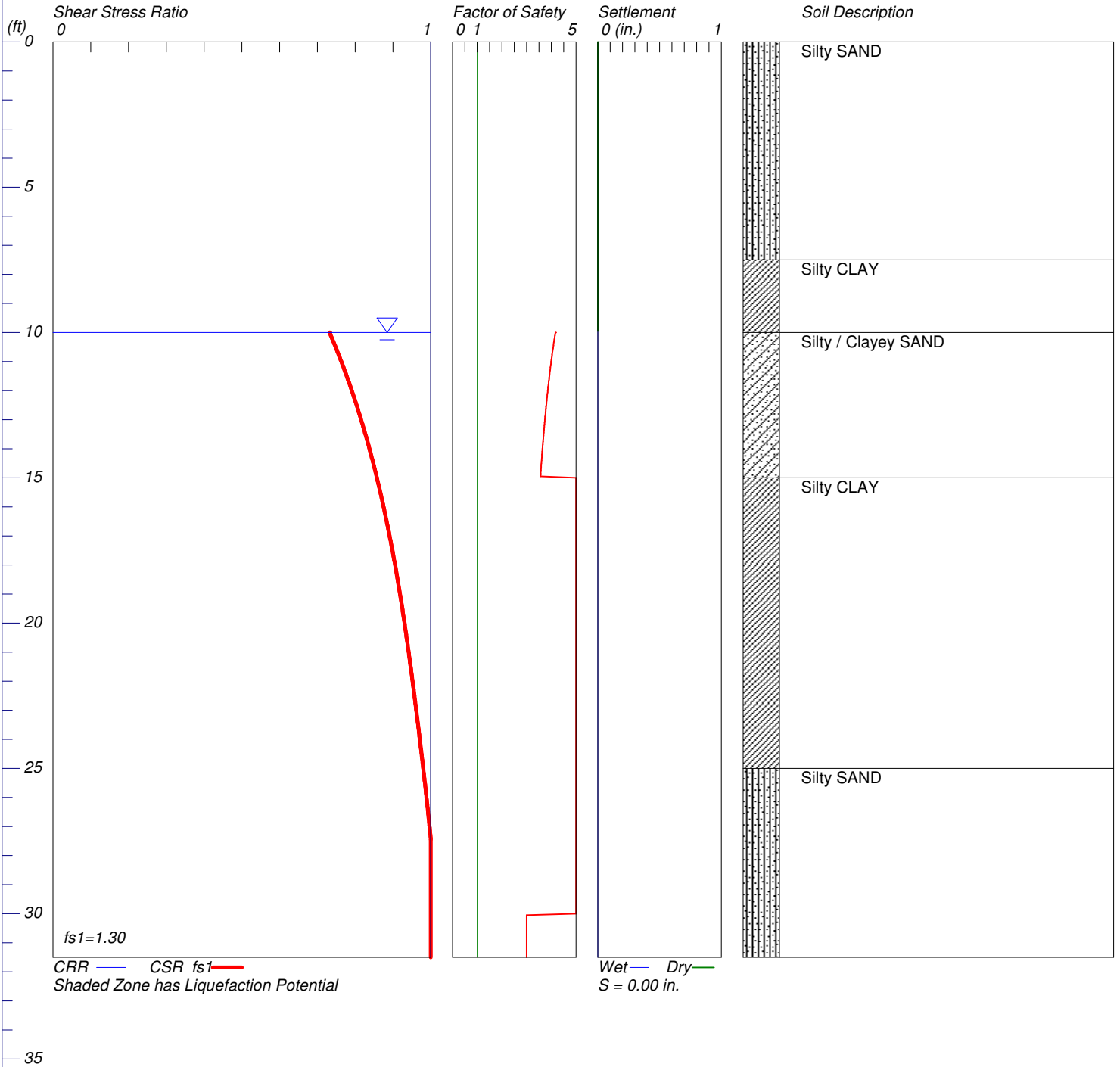
CRRm	Cyclic resistance ratio from soils
CSRfs	Cyclic stress ratio induced by a given earthquake (with user
request factor of safety)	
F.S.	Factor of Safety against liquefaction, F.S.=CRRm/CSRfs
S_sat	Settlement from saturated sands
S_dry	Settlement from dry sands
S_all	Total settlement from saturated and dry sands
NoLiq	No-Liquefy Soils

# LIQUEFACTION ANALYSIS

FF West La

Hole No.=B-2

Magnitude=6.36  
Acceleration=0.887g



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LIQUEFACTION ANALYSIS CALCULATION SHEET

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Input File Name: C:\Users\ARich\Desktop\FF West La\Project No. 203022-01

B-2.liq

Title: FF West La  
Subtitle: Project No. 203022-01

Surface Elev.=  
Hole No.=B-2  
Depth of Hole= 31.5 ft  
Water Table during Earthquake= 10.0 ft  
Water Table during In-Situ Testing= 10.0 ft  
Max. Acceleration= 0.89 g  
Earthquake Magnitude= 6.4

Input Data:

Surface Elev.=  
Hole No.=B-2  
Depth of Hole=31.5 ft  
Water Table during Earthquake= 10.0 ft  
Water Table during In-Situ Testing= 10.0 ft  
Max. Acceleration=0.89 g  
Earthquake Magnitude=6.4

Earthquake Magnitude=6.4

2. Settlement Analysis Method: Tokimatsu / Seed

3. Fines Correction for Liquefaction: Idriss/Seed (SPT only)

4. Fine Correction for Settlement: During Liquefaction\*

5. Settlement Calculation in: All zones\*

6. Hammer Energy Ratio, Ce = 1.3

7. Borehole Diameter, Cb= 1

8. Sampling Method, Cs= 1.2

9. User request factor of safety (apply to CSR) , User= 1.3

Plot one CSR curve (fs1=User)

10. Use Curve Smoothing: Yes\*

\* Recommended Options

In-Situ Test Data:

Depth ft	SPT	gamma pcf	Fines %
0.0	25.0	125.2	NoLiq
5.0	9.0	127.2	NoLiq
7.5	35.0	138.1	NoLiq
10.0	25.0	136.7	6.8
15.0	50.0	138.8	NoLiq
20.0	25.0	138.8	NoLiq
25.0	50.0	123.4	NoLiq
30.0	53.0	123.4	11.0

Output Results:

Settlement of saturated sands=0.00 in.  
Settlement of dry sands=0.00 in.  
Total settlement of saturated and dry sands=0.00 in.  
Differential Settlement=0.000 to 0.000 in.

Depth ft	CRRm	CSRfs	F.S.	S_sat. in.	S_dry in.	S_all in.
0.00	2.00	0.75	5.00	0.00	0.00	0.00
0.05	2.00	0.75	5.00	0.00	0.00	0.00
0.10	2.00	0.75	5.00	0.00	0.00	0.00
0.15	2.00	0.75	5.00	0.00	0.00	0.00
0.20	2.00	0.75	5.00	0.00	0.00	0.00
0.25	2.00	0.75	5.00	0.00	0.00	0.00
0.30	2.00	0.75	5.00	0.00	0.00	0.00
0.35	2.00	0.75	5.00	0.00	0.00	0.00
0.40	2.00	0.75	5.00	0.00	0.00	0.00
0.45	2.00	0.75	5.00	0.00	0.00	0.00
0.50	2.00	0.75	5.00	0.00	0.00	0.00
0.55	2.00	0.75	5.00	0.00	0.00	0.00
0.60	2.00	0.75	5.00	0.00	0.00	0.00
0.65	2.00	0.75	5.00	0.00	0.00	0.00
0.70	2.00	0.75	5.00	0.00	0.00	0.00
0.75	2.00	0.75	5.00	0.00	0.00	0.00
0.80	2.00	0.75	5.00	0.00	0.00	0.00
0.85	2.00	0.75	5.00	0.00	0.00	0.00
0.90	2.00	0.75	5.00	0.00	0.00	0.00
0.95	2.00	0.75	5.00	0.00	0.00	0.00
1.00	2.00	0.75	5.00	0.00	0.00	0.00
1.05	2.00	0.75	5.00	0.00	0.00	0.00
1.10	2.00	0.75	5.00	0.00	0.00	0.00
1.15	2.00	0.75	5.00	0.00	0.00	0.00
1.20	2.00	0.75	5.00	0.00	0.00	0.00
1.25	2.00	0.75	5.00	0.00	0.00	0.00
1.30	2.00	0.75	5.00	0.00	0.00	0.00
1.35	2.00	0.75	5.00	0.00	0.00	0.00















31.40	3.05	1.02	3.00	0.00	0.00	0.00
31.45	3.05	1.02	3.00	0.00	0.00	0.00
31.50	3.05	1.02	3.00	0.00	0.00	0.00

\* F.S.<1, Liquefaction Potential Zone  
(F.S. is limited to 5, CRR is limited to 2, CSR is limited to 2)

Units                      Depth = ft, Stress or Pressure = tsf (atm), Unit Weight =  
pcf, Settlement = in.

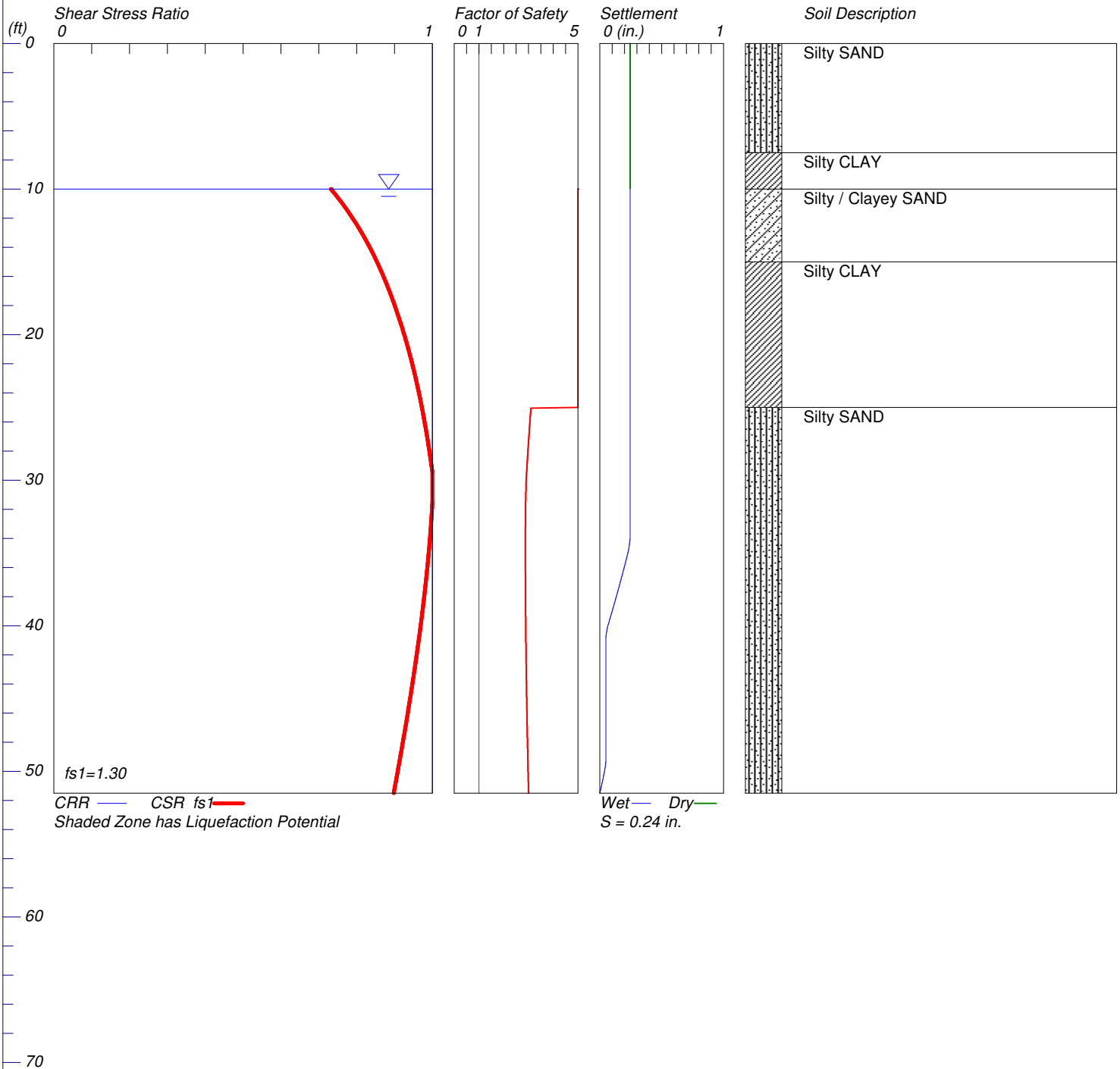
	CRRm	Cyclic resistance ratio from soils
	CSRfs	Cyclic stress ratio induced by a given earthquake (with user
request	factor of safety)	
	F.S.	Factor of Safety against liquefaction, F.S.=CRRm/CSRfs
	S_sat	Settlement from saturated sands
	S_dry	Settlement from dry sands
	S_all	Total settlement from saturated and dry sands
	NoLiq	No-Liquefy Soils

# LIQUEFACTION ANALYSIS

FF West La

Hole No.=B-3 Water Depth=10 ft

Magnitude=6.36  
Acceleration=0.887g



\*\*\*\*\*  
\*\*\*\*\*

LIQUEFACTION ANALYSIS CALCULATION SHEET

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\*\*\*\*\*  
\*\*\*\*\*

Licensed to , 10/2/2020 8:58:43 AM

Input File Name: C:\Users\ARich\Desktop\FF West La\Project No. 203022-01  
B-3.liq

Title: FF West La  
Subtitle: Project No. 203022-01

Surface Elev.=  
Hole No.=B-3  
Depth of Hole= 51.5 ft  
Water Table during Earthquake= 10.0 ft  
Water Table during In-Situ Testing= 32.0 ft  
Max. Acceleration= 0.89 g  
Earthquake Magnitude= 6.4

Input Data:

Surface Elev.=  
Hole No.=B-3  
Depth of Hole=51.5 ft  
Water Table during Earthquake= 10.0 ft  
Water Table during In-Situ Testing= 32.0 ft  
Max. Acceleration=0.89 g  
Earthquake Magnitude=6.4

Earthquake Magnitude=6.4

2. Settlement Analysis Method: Tokimatsu / Seed

3. Fines Correction for Liquefaction: Idriss/Seed (SPT only)

4. Fine Correction for Settlement: During Liquefaction\*

5. Settlement Calculation in: All zones\*

6. Hammer Energy Ratio, Ce = 1.3

7. Borehole Diameter, Cb= 1

8. Sampling Method, Cs= 1.2

9. User request factor of safety (apply to CSR) , User= 1.3

Plot one CSR curve (fs1=User)

10. Use Curve Smoothing: Yes\*

\* Recommended Options

In-Situ Test Data:

Depth ft	SPT	gamma pcf	Fines %
0.0	11.0	128.0	NoLiq
5.0	6.0	128.0	NoLiq
7.5	26.0	144.8	NoLiq
10.0	25.0	141.2	NoLiq
15.0	17.0	141.2	NoLiq
20.0	37.0	135.8	NoLiq
25.0	58.0	135.8	6.6
30.0	47.0	135.3	6.6
35.0	32.0	135.3	6.6
40.0	33.0	135.3	6.6
45.0	58.0	135.3	6.6
50.0	36.0	135.3	6.6

Output Results:

Settlement of saturated sands=0.24 in.  
Settlement of dry sands=0.00 in.  
Total settlement of saturated and dry sands=0.24 in.  
Differential Settlement=0.122 to 0.161 in.

Depth ft	CRRm	CSRs	F.S.	S_sat. in.	S_dry in.	S_all in.
0.00	2.00	0.75	5.00	0.24	0.00	0.24
0.05	2.00	0.75	5.00	0.24	0.00	0.24
0.10	2.00	0.75	5.00	0.24	0.00	0.24
0.15	2.00	0.75	5.00	0.24	0.00	0.24
0.20	2.00	0.75	5.00	0.24	0.00	0.24
0.25	2.00	0.75	5.00	0.24	0.00	0.24
0.30	2.00	0.75	5.00	0.24	0.00	0.24
0.35	2.00	0.75	5.00	0.24	0.00	0.24
0.40	2.00	0.75	5.00	0.24	0.00	0.24
0.45	2.00	0.75	5.00	0.24	0.00	0.24
0.50	2.00	0.75	5.00	0.24	0.00	0.24
0.55	2.00	0.75	5.00	0.24	0.00	0.24
0.60	2.00	0.75	5.00	0.24	0.00	0.24
0.65	2.00	0.75	5.00	0.24	0.00	0.24
0.70	2.00	0.75	5.00	0.24	0.00	0.24
0.75	2.00	0.75	5.00	0.24	0.00	0.24
0.80	2.00	0.75	5.00	0.24	0.00	0.24
0.85	2.00	0.75	5.00	0.24	0.00	0.24
0.90	2.00	0.75	5.00	0.24	0.00	0.24
0.95	2.00	0.75	5.00	0.24	0.00	0.24
1.00	2.00	0.75	5.00	0.24	0.00	0.24
1.05	2.00	0.75	5.00	0.24	0.00	0.24
1.10	2.00	0.75	5.00	0.24	0.00	0.24
1.15	2.00	0.75	5.00	0.24	0.00	0.24

























51.20	2.70	0.90	3.00	0.01	0.00	0.01
51.25	2.70	0.90	3.00	0.01	0.00	0.01
51.30	2.70	0.90	3.00	0.01	0.00	0.01
51.35	2.70	0.90	3.00	0.00	0.00	0.00
51.40	2.70	0.90	3.00	0.00	0.00	0.00
51.45	2.70	0.90	3.01	0.00	0.00	0.00
51.50	2.70	0.90	3.01	0.00	0.00	0.00

---

\* F.S.<1, Liquefaction Potential Zone  
(F.S. is limited to 5, CRR is limited to 2, CSR is limited to 2)

Units                      Depth = ft, Stress or Pressure = tsf (atm), Unit Weight =  
pcf, Settlement = in.

---

CRRm	Cyclic resistance ratio from soils
CSRfs	Cyclic stress ratio induced by a given earthquake (with user
request factor of safety)	
F.S.	Factor of Safety against liquefaction, F.S.=CRRm/CSRfs
S_sat	Settlement from saturated sands
S_dry	Settlement from dry sands
S_all	Total settlement from saturated and dry sands
NoLiq	No-Liquefy Soils

## **APPENDIX E**

### ***LGC VALLEY, INC.***

#### **General Earthwork and Grading Specifications For Rough Grading**

##### **1.0 General**

**1.1 Intent:** These General Earthwork and Grading Specifications are for the grading and earthwork shown on the approved grading plan(s) and/or indicated in the geotechnical report(s). These Specifications are a part of the recommendations contained in the geotechnical report(s). In case of conflict, the specific recommendations in the geotechnical report shall supersede these more general Specifications. Observations of the earthwork by the project Geotechnical Consultant during the course of grading may result in new or revised recommendations that could supersede these specifications or the recommendations in the geotechnical report(s).

**1.2 The Geotechnical Consultant of Record:** Prior to commencement of work, the owner shall employ a qualified Geotechnical Consultant of Record (Geotechnical Consultant). The Geotechnical Consultant shall be responsible for reviewing the approved geotechnical report(s) and accepting the adequacy of the preliminary geotechnical findings, conclusions, and recommendations prior to the commencement of the grading.

Prior to commencement of grading, the Geotechnical Consultant shall review the "work plan" prepared by the Earthwork Contractor (Contractor) and schedule sufficient personnel to perform the appropriate level of observation, mapping, and compaction testing.

During the grading and earthwork operations, the Geotechnical Consultant shall observe, map, and document the subsurface exposures to verify the geotechnical design assumptions. If the observed conditions are found to be significantly different than the interpreted assumptions during the design phase, the Geotechnical Consultant shall inform the owner, recommend appropriate changes in design to accommodate the observed conditions, and notify the review agency where required.

The Geotechnical Consultant shall observe the moisture-conditioning and processing of the subgrade and fill materials and perform relative compaction testing of fill to confirm that the attained level of compaction is being accomplished as specified. The Geotechnical Consultant shall provide the test results to the owner and the Contractor on a routine and frequent basis.

- 1.3     The Earthwork Contractor:** The Earthwork Contractor (Contractor) shall be qualified, experienced, and knowledgeable in earthwork logistics, preparation and processing of ground to receive fill, moisture-conditioning and processing of fill, and compacting fill. The Contractor shall review and accept the plans, geotechnical report(s), and these Specifications prior to commencement of grading. The Contractor shall be solely responsible for performing the grading in accordance with the project plans and specifications. The Contractor shall prepare and submit to the owner and the Geotechnical Consultant a work plan that indicates the sequence of earthwork grading, the number of “equipment” of work and the estimated quantities of daily earthwork contemplated for the site prior to commencement of grading. The Contractor shall inform the owner and the Geotechnical Consultant of changes in work schedules and updates to the work plan at least 24 hours in advance of such changes so that appropriate personnel will be available for observation and testing. . The Contractor shall not assume that the Geotechnical Consultant is aware of all grading operations.

The Contractor shall have the sole responsibility to provide adequate equipment and methods to accomplish the earthwork in accordance with the applicable grading codes and agency ordinances, these Specifications, and the recommendations in the approved geotechnical report(s) and grading plan(s). If, in the opinion of the Geotechnical Consultant, unsatisfactory conditions, such as unsuitable soil, improper moisture condition, inadequate compaction, insufficient buttress key size, adverse weather, etc., are resulting in a quality of work less than required in these specifications, the Geotechnical Consultant shall reject the work and may recommend to the owner that construction be stopped until the conditions are rectified. It is the contractor’s sole responsibility to provide proper fill compaction.

## **2.0     Preparation of Areas to be Filled**

- 2.1     Clearing and Grubbing:** Vegetation, such as brush, grass, roots, and other deleterious material shall be sufficiently removed and properly disposed of in a method acceptable to the owner, governing agencies, and the Geotechnical Consultant.

The Geotechnical Consultant shall evaluate the extent of these removals depending on specific site conditions. Earth fill material shall not contain more than 1 percent of organic materials (by volume). No fill lift shall contain more than 10 percent of organic matter. Nesting of the organic materials shall not be allowed.

If potentially hazardous materials are encountered, the Contractor shall stop work in the affected area, and a hazardous material specialist shall be informed immediately for proper evaluation and handling of these materials prior to continuing to work in that area.

As presently defined by the State of California, most refined petroleum products (gasoline, diesel fuel, motor oil, grease, coolant, etc.) have chemical constituents that are considered to be hazardous waste. As such, the indiscriminate dumping or spillage of these fluids onto the ground may constitute a misdemeanor, punishable by fines and/or imprisonment, and shall not be allowed. The contractor is responsible for all hazardous waste relating to his work. The Geotechnical Consultant does not have expertise in this area. If hazardous waste is a concern, then the Client should acquire the services of a qualified environmental assessor.

- 2.2 Processing:** Existing ground that has been declared satisfactory for support of fill by the Geotechnical Consultant shall be scarified to a minimum depth of 6 inches. Existing ground that is not satisfactory shall be overexcavated as specified in the following section. Scarification shall continue until soils are broken down and free from oversize material and the working surface is reasonably uniform, flat, and free from uneven features that would inhibit uniform compaction.
- 2.3 Overexcavation:** In addition to removals and overexcavations recommended in the approved geotechnical report(s) and the grading plan, soft, loose, dry, saturated, spongy, organic-rich, highly fractured or otherwise unsuitable ground shall be overexcavated to competent ground as evaluated by the Geotechnical Consultant during grading.
- 2.4 Benching:** Where fills are to be placed on ground with slopes steeper than 5:1 (horizontal to vertical units), the ground shall be stepped or benched. Please see the Standard Details for a graphic illustration. The lowest bench or key shall be a minimum of 15 feet wide and at least 2 feet deep, into competent material as evaluated by the Geotechnical Consultant. Other benches shall be excavated a minimum height of 4 feet into competent material or as otherwise recommended by the Geotechnical Consultant. Fill placed on ground sloping flatter than 5:1 shall also be benched or otherwise overexcavated to provide a flat subgrade for the fill.
- 2.5 Evaluation/Acceptance of Fill Areas:** All areas to receive fill, including removal and processed areas, key bottoms, and benches, shall be observed, mapped, elevations recorded, and/or tested prior to being accepted by the Geotechnical Consultant as suitable to receive fill. The Contractor shall obtain a written acceptance from the Geotechnical Consultant prior to fill placement. A licensed surveyor shall provide the survey control for determining elevations of processed areas, keys, and benches.

### **3.0 Fill Material**

- 3.1 General:** Material to be used as fill shall be essentially free from organic matter and other deleterious substances evaluated and accepted by the Geotechnical Consultant prior to placement. Soils of poor quality, such as those with unacceptable gradation, high expansion potential, or low strength shall be placed in areas acceptable to the Geotechnical Consultant or mixed with other soils to achieve satisfactory fill material.

- 3.2 **Oversize:** Oversize material defined as rock, or other irreducible material with a maximum dimension greater than 8 inches, shall not be buried or placed in fill unless location, materials, and placement methods are specifically accepted by the Geotechnical Consultant. Placement operations shall be such that nesting of oversized material does not occur and such that oversize material is completely surrounded by compacted or densified fill. Oversize material shall not be placed within 10 vertical feet of finish grade or within 2 feet of future utilities or underground construction.
- 3.3 **Import:** If importing of fill material is required for grading, proposed import material shall meet the requirements of Section 3.1. The potential import source shall be given to the Geotechnical Consultant at least 48 hours (2 working days) before importing begins so that its suitability can be determined and appropriate tests performed.

#### 4.0 **Fill Placement and Compaction**

- 4.1 **Fill Layers:** Approved fill material shall be placed in areas prepared to receive fill (per Section 3.0) in near-horizontal layers not exceeding 8 inches in loose thickness. The Geotechnical Consultant may accept thicker layers if testing indicates the grading procedures can adequately compact the thicker layers. Each layer shall be spread evenly and mixed thoroughly to attain relative uniformity of material and moisture throughout.
- 4.2 **Fill Moisture Conditioning:** Fill soils shall be watered, dried back, blended, and/or mixed, as necessary to attain a relatively uniform moisture content at or slightly over optimum. Maximum density and optimum soil moisture content tests shall be performed in accordance with the American Society of Testing and Materials (ASTM Test Method D1557-91).
- 4.3 **Compaction of Fill:** After each layer has been moisture-conditioned, mixed, and evenly spread, it shall be uniformly compacted to not less than 90 percent of maximum dry density (ASTM Test Method D1557-91). Compaction equipment shall be adequately sized and be either specifically designed for soil compaction or of proven reliability to efficiently achieve the specified level of compaction with uniformity.
- 4.4 **Compaction of Fill Slopes:** In addition to normal compaction procedures specified above, compaction of slopes shall be accomplished by backrolling of slopes with sheepsfoot rollers at increments of 3 to 4 feet in fill elevation, or by other methods producing satisfactory results acceptable to the Geotechnical Consultant. Upon completion of grading, relative compaction of the fill, out to the slope face, shall be at least 90 percent of maximum density per ASTM Test Method D1557-91.

**4.5     Compaction Testing:** Field tests for moisture content and relative compaction of the fill soils shall be performed by the Geotechnical Consultant. Location and frequency of tests shall be at the Consultant's discretion based on field conditions encountered. Compaction test locations will not necessarily be selected on a random basis. Test locations shall be selected to verify adequacy of compaction levels in areas that are judged to be prone to inadequate compaction (such as close to slope faces and at the fill/bedrock benches).

**4.6     Frequency of Compaction Testing:** Tests shall be taken at intervals not exceeding 2 feet in vertical rise and/or 1,000 cubic yards of compacted fill soils embankment. In addition, as a guideline, at least one test shall be taken on slope faces for each 5,000 square feet of slope face and/or each 10 feet of vertical height of slope. The Contractor shall assure that fill construction is such that the testing schedule can be accomplished by the Geotechnical Consultant. The Contractor shall stop or slow down the earthwork construction if these minimum standards are not met.

**4.7     Compaction Test Locations:** The Geotechnical Consultant shall document the approximate elevation and horizontal coordinates of each test location. The Contractor shall coordinate with the project surveyor to assure that sufficient grade stakes are established so that the Geotechnical Consultant can determine the test locations with sufficient accuracy. At a minimum, two grade stakes within a horizontal distance of 100 feet and vertically less than 5 feet apart from potential test locations shall be provided.

## **5.0     Subdrain Installation**

Subdrain systems shall be installed in accordance with the approved geotechnical report(s), the grading plan, and the Standard Details. The Geotechnical Consultant may recommend additional subdrains and/or changes in subdrain extent, location, grade, or material depending on conditions encountered during grading. All subdrains shall be surveyed by a land surveyor/civil engineer for line and grade after installation and prior to burial. Sufficient time should be allowed by the Contractor for these surveys.

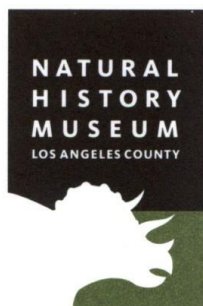
## **6.0     Excavation**

Excavations, as well as over-excavation for remedial purposes, shall be evaluated by the Geotechnical Consultant during grading. Remedial removal depths shown on geotechnical plans are estimates only. The actual extent of removal shall be determined by the Geotechnical Consultant based on the field evaluation of exposed conditions during grading. Where fill-over-cut slopes are to be graded, the cut portion of the slope shall be made, evaluated, and accepted by the Geotechnical Consultant prior to placement of materials for construction of the fill portion of the slope, unless otherwise recommended by the Geotechnical Consultant.



## **7.0     Trench Backfills**

- 7.1**     The Contractor shall follow all OHSA and Cal/OSHA requirements for safety of trench excavations.
- 7.2**     All bedding and backfill of utility trenches shall be done in accordance with the applicable provisions of Standard Specifications of Public Works Construction. Bedding material shall have a Sand Equivalent greater than 30 (SE>30). The bedding shall be placed to 1 foot over the top of the conduit and densified by jetting. Backfill shall be placed and densified to a minimum of 90 percent of maximum from 1 foot above the top of the conduit to the surface.
- 7.3**     The jetting of the bedding around the conduits shall be observed by the Geotechnical Consultant.
- 7.4**     The Geotechnical Consultant shall test the trench backfill for relative compaction. At least one test should be made for every 300 feet of trench and 2 feet of fill.
- 7.5**     Lift thickness of trench backfill shall not exceed those allowed in the Standard Specifications of Public Works Construction unless the Contractor can demonstrate to the Geotechnical Consultant that the fill lift can be compacted to the minimum relative compaction by his alternative equipment and method.



Natural History Museum  
of Los Angeles County  
900 Exposition Boulevard  
Los Angeles, CA 90007

tel 213.763.DINO  
www.nhm.org

## Research & Collections

e-mail: [paleorecords@nhm.org](mailto:paleorecords@nhm.org)

July 17, 2021

CAJA Environmental Services  
Attn: Sherrie Cruz

re: Paleontological resources for the 6521 S. Sepulveda Boulevard Project

Dear Sherrie:

I have conducted a thorough search of our paleontology collection records for the locality and specimen data for proposed development at the 6521 S. Sepulveda Boulevard project area as outlined on the portion of the Venice USGS topographic quadrangle map that you sent to me via e-mail on July 14, 2021. We do not have any fossil localities that lie directly within the proposed project area, but we do have fossil localities nearby from the same sedimentary deposits that occur in the proposed project area, either at the surface or at depth.

The following table shows the closest known localities in the collection of the Natural History Museum of Los Angeles County.

Locality Number	Location	Formation	Taxa	Depth
LACM IP 42394-42408	Office park just south of Holy Cross Cemetery, bounded by Hwy 90, Hannum Ave, Bristol Pkwy, and W Slauson Ave	Pleistocene terrace deposits	sponge trace ( <i>Entobia</i> ), oysters ( <i>Ostrea</i> ), scallops ( <i>Leptopecten</i> , <i>Chlamys</i> ), and other unsorted vertebrates; preserved as shell beds	50 cm – 3 m bgs
LACM IP 20667, 7197	Cliffs near Loyola College; Playa del Rey	Unknown Formation (Pleistocene)	Brittle star ( <i>Ophiodemella</i> ), turrid ( <i>Megasurcula</i> , <i>Crassipira</i> ), saltwater clam ( <i>Panopea</i> ), Pyrams ( <i>Turbonilla</i> , <i>Pyrgiscus</i> , <i>Pyrgolampros</i> ), bubble snails ( <i>Cyllichna</i> ), barrel-bubble snails ( <i>Volvulella</i> ), polyplacophoran ( <i>Ischnochitonidae</i> ), scaphopod ( <i>Dentalium</i> ), bryozoan (Bryozoa)	Unknown, exposed in cliff face
LACM VP 4942	SE corner of Airport Blvd. & Manchester Ave	Unknown formation (Pleistocene, massive sandy mudstone w scattered pieces of gravel)	Mammoth ( <i>Mammuthus</i> ); bison ( <i>Bison</i> ); hare ( <i>Lepus</i> )	16 ft bgs

LACM VP 3789	8734 Bellanca Avenue, Westchester	Unknown (Pleistocene; pebbly gray-green to brown mud that directly overlies a gray-green fine sand)	Mammoth ( <i>Mammuthus</i> )	14 ft bgs
LACM VP 7332	Westchester, NW of intersection of West Century Blvd & Bellanca Ave	Unknown formation (Pleistocene; silty sand)	Mammoth ( <i>Mammuthus</i> )	40 ft bgs
LACM VP 7879	Penmar Recreation Center; intersection of Penmar Ave and Rose Ave; Venice	Unknown formation (Pleistocene; sandy silty clay)	Rodent (Rodentia); ground sloth ( <i>Paramylodon</i> ); horse ( <i>Equus</i> )	11 - 130 ft bgs

*VP, Vertebrate Paleontology; IP, Invertebrate Paleontology; bgs, below ground surface*

This records search covers only the records of the Natural History Museum of Los Angeles County (“NHMLA”). It is not intended as a paleontological assessment of the project area for the purposes of CEQA or NEPA. Potentially fossil-bearing units are present in the project area, either at the surface or in the subsurface. As such, NHMLA recommends that a full paleontological assessment of the project area be conducted by a paleontologist meeting Bureau of Land Management or Society of Vertebrate Paleontology standards.

Sincerely,



Alyssa Bell, Ph.D.  
Natural History Museum of Los Angeles County

enclosure: invoice



## **Phase I Environmental Site Assessment**

6501 S. Sepulveda Boulevard  
Los Angeles, California 90045

September 24, 2020

FRH Realty LLC  
5355 Mira Sorrento Place, Suite 100  
San Diego, CA 92121

Project Number 20-09-009

Prepared by:



1938 Kellogg Avenue, Suite 116  
Carlsbad, CA 92008  
(760) 585-7070  
[www.weisenviro.com](http://www.weisenviro.com)



1938 Kellogg Avenue, Suite 116, Carlsbad, CA 92008  
(760) 585-7070  
[www.weisenviro.com](http://www.weisenviro.com)

September 24, 2020

Mr. Ed McCoy  
FRH Realty LLC  
5355 Mira Sorrento Place, Suite 100  
San Diego, CA 92121

Subject: Phase I Environmental Site Assessment  
6501 S. Sepulveda Boulevard  
Los Angeles, California 90045  
Project Number 20-09-009

Dear Mr. McCoy:

Weis Environmental, LLC has completed the contracted environmental consulting services for the above referenced project. The services were performed in accordance with our proposal and agreement fully executed by all parties. The Phase I Environmental Site Assessment has been performed in accordance with American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, ASTM Designation E1527-13 and Title 40 of the Code of Federal Regulations (40 CFR) Part 312. We appreciate the opportunity to be of service to you on this project. Please contact us if you have any questions or comments regarding this report or if we can be of further assistance.

Sincerely,

Weis Environmental, LLC

A handwritten signature in black ink, appearing to read "Daniel Weis", is written over a horizontal line.

Daniel Weis, R.E.H.S.  
Environmental Manager

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## 1.0 INTRODUCTION

This report presents the methods and findings of a Phase I ESA of the property located identified as 6501 S. Sepulveda Boulevard in the City of Los Angeles, California (Site) performed in conformance with the contract/agreement for this assignment and the scope and limitations of ASTM Standard Practice E1527-13 and United States Environmental Protection Agency (EPA) Standards and Practices for All Appropriate Inquiries (AAI) as published in 40 Code of Federal Regulations (CFR) Part 312. EPA promulgated the AAI rule that became effective in November 2006 and has indicated that the ASTM E1527 practice is consistent with the requirements of AAI and may be used to comply with the provisions of the AAI rule.

### 1.1 Purpose

The purpose of the ASTM E1527 practice (framework for this Phase I ESA) is to define good commercial and customary practice in the United States of America for conducting an ESA of a parcel of real estate with respect to the range of contaminants within the scope of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) (Title 42 United States Code (U.S.C.) Section 9601)) and petroleum products. As such, this practice is intended 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 (hereinafter, the “landowner liability protections,” or “LLPs”): that is, the practice that constitutes all appropriate inquiries into the previous ownership and uses of the property consistent with good commercial and customary practice as defined at 42 U.S.C. Section 9601(35)(B).

In defining a standard of good commercial and customary practice for conducting this Phase I ESA of the Site, the goal of the processes established by the ASTM E1527 practice is to identify, to the extent feasible, recognized environmental conditions. The term recognized environmental conditions is defined as 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. In addition, controlled recognized environmental conditions, historical recognized environmental conditions and/or de minimis conditions, if identified during the completion of the assessment, are discussed herein. Definitions of these terms and other key terminology relevant to the practice are included in Section 14.0 of this report.

### 1.2 Scope of the Assessment

In general terms, this Phase I ESA included the acquisition of readily available/accessible and practically reviewable regulatory records and historical information, a site reconnaissance, interviews and preparation of this written report of findings. A more detailed description of the four primary components of the Phase I ESA is presented below.

**Records Review** - A review of Federal, State, Tribal, and local standard ASTM and non-ASTM regulatory databases for a myriad of environmental identifiers including but not limited to properties with underground storage tanks (USTs), properties with leaking USTs, properties that have reported spills/releases that did not occur from a leaking UST, businesses that utilize hazardous materials and/or generate hazardous waste and hazardous waste disposal locations. The regulatory review may also include public records requests with one or more Federal, State, Tribal and/or local agencies. A



review of historical sources is also completed to help ascertain previous land uses of the property in question and in the surrounding area.

**Site Reconnaissance** - A property inspection and viewing of adjacent and surrounding properties for conditions that could be recognized environmental conditions.

**Interviews** - Interviews with present and past owners, operators and/or occupants of a property and local government officials.

**Reporting** - Evaluation of the information gathered during the completion of the Phase I ESA and the subsequent preparation of a written report.

### 1.3 Limitations and Exceptions

Concerns regarding liability under the Comprehensive Environmental Response, Compensation and Liability Act, 42 U.S.C. 9601 et seq. (CERCLA) and analogous State laws, have been a primary driver for Phase I ESA assignments in commercial real estate transactions. While the ASTM E1527 practice can be used in many contexts, a familiarity with CERCLA and its potential LLPs is critical in understanding and applying the ASTM E1527 practice. We advise consultation with legal counsel if further inquiry or information is desired.

AAI represents the minimum level of inquiry necessary to support the LLPs. However, it is important to understand that additional inquiry ultimately may be necessary or desirable for legal as well as business reasons depending upon the outcome of this inquiry and the particular risk tolerances of a given user. For example, additional inquiry may assist a user of a Phase I ESA in determining whether he or she would have continuing obligations in the event he or she acquires a given property and may also assist the user in defining the scope of future steps to be taken to satisfy such obligations. In addition, a user may be concerned about business environmental risks or non-scope ASTM considerations that do not fall within the definition of a recognized environmental condition. In addition, this assessment did not include subsurface or other invasive exploration. Users are also cautioned that Federal, State, Tribal and local laws may impose environmental assessment obligations that are beyond the scope of the ASTM E1527 practice.

The evaluation, opinion and conclusions presented herein are based solely on visual observations and regulatory, historical and personal knowledge related information that existed at the time our assessment was completed. The use of the gathered information is exclusively for the purposes outlined in this report and only for the Site. Our firm can make no warranty, either express or implied, except that the services conducted were performed in accordance with generally accepted environmental assessment practices applicable at the time and location of the assessment and that the conclusions of the assessment have been based in part on professional judgment/experience, an interpretation of readily available data and the standard of care normally followed by similar professionals practicing in a similar locale and under similar circumstances. Any opinions presented cannot apply to Site changes of which our firm is unaware and has not had the opportunity to evaluate. In addition, this report cannot feasibly include any evaluation of undocumented activities at the Site or on adjacent or nearby properties. Lastly, a Phase I ESA meeting or exceeding this practice and completed less than 180 days prior to the date of acquisition of a given property or (for transactions not involving an acquisition) the date of the intended transaction is presumed to be valid.



## **1.4 Special Terms and Conditions**

This Phase I ESA was prepared in accordance with the terms and conditions of the contract/agreement for the work as executed between our firm and the client. There are no other special terms and conditions established between our firm and the client pertinent to the findings of this ESA or methodology used to complete this assessment. In addition, our firm has no final or other vested interest in the Site or adjacent/surrounding properties, or in any entity that owns or occupies the Site or adjacent/surrounding properties.

## **1.5 Limiting Conditions and Deviations**

There were no significant limiting conditions that would inhibit our ability to identify recognized environmental conditions noted during the completion of this assessment. In addition, there were no deviations from the ASTM E1527 standard noted during the completion of this assessment. Any limiting conditions that are not considered to be ones that would inhibit our ability to identify recognized environmental conditions at the Site are referenced in applicable sections of this report.

## **1.6 Data Failure and Data Gaps**

No instances of data failure were encountered during the completion of this assessment. In addition, no data gaps of significance (i.e. those that would inhibit our ability to identify recognized environmental conditions) were identified during the completion of this assessment. Any data gaps that are not considered to be ones that would inhibit our ability to identify recognized environmental conditions at the Site are referenced in applicable sections of this report.

## **1.7 Reliance**

This report has been prepared for the exclusive use of the client of which our firm has contracted with to complete this assessment. This report may not be relied upon by any other person or entity without the written consent of both our firm and our client. The scope of services performed for this assessment may not be appropriate to satisfy the specific needs of other users, and any use or reuse of this document would be at the sole risk of said users. Any other party seeking liability protection under CERCLA must take independent action to accomplish its objective.



## **2.0 SITE DESCRIPTION**

### **2.1 Location and Legal Description**

The primary Site address is 6501 S. Sepulveda Boulevard. Other recorded physical addresses associated with the Site include 6521 S. Sepulveda Boulevard and 6520 Arizona Avenue. The Site is further identified by Los Angeles County Assessor's Parcel Numbers 4100-001-006, -007 and -024. The Site is reported as 2.2 acres and is situated at the southwest corner of S. Sepulveda Boulevard and W. Centinela Avenue. A Vicinity Map is included as Figure 1. A Site Plan is included as Figure 2.

### **2.2 Site and Vicinity Characteristics**

The Site and the surrounding vicinity are situated in an area of the City of Los Angeles that consists of primarily of commercial properties, public roadways and residential properties. Additional details pertaining to the Site and its adjoining properties are provided in the sections below.

### **2.3 Current Use of the Site**

The Site is currently utilized as a multi-tenant retail center with three commercial buildings, and a small kiosk. The 6501 S. Sepulveda Boulevard and 6520 Arizona Avenue buildings are occupied by multiple tenants as noted on the rent roll is included as Appendix A. Please note that the cleaners business referenced on the rent roll (reported pick-up/drop-off operation) formerly at 6501 S. Sepulveda Boulevard) is no longer present and is now an expanded area of the adjoining hair salon. The 6521 S. Sepulveda Boulevard building is a restaurant (Dinah's).

### **2.4 Description of Site Improvements**

There are three buildings at the Site consisting of brick masonry, concrete masonry unit, wood panel, stone masonry and stucco exteriors that appear to be constructed on concrete slab-on-grade foundations. The majority of the buildings are single story, with the western end of the 6501 S. Sepulveda Boulevard building having a second level. A small lock & key kiosk is located in northeastern portion of the Site. Other portions of the Site consist of asphalt and concrete paving and minor landscaping. A fenced area is present at the southwest corner of the Site that appears to have been formerly used as a community garden. Indicators of various utility systems are present throughout the Site, primarily adjoining the Site buildings, along the Site perimeter and throughout portions of the parking lot. Areas of patched paving are also present in certain areas. The nature of each of these features is unknown. A higher level of confidence regarding the nature of extent of surface indicators of subsurface features can be obtained from a utility consultant.

### **2.5 Utilities**

Utilities that are reported to be present at the Site or provide service in the surrounding area are noted below along with their municipal provider where applicable. If certain utility systems are not provided by public agencies or entities, they are noted as privately maintained.



Utility	Provider (Where Applicable)
Potable Water	City of Los Angeles
Sewage Maintenance	City of Los Angeles
Electrical	Los Angeles Water & Power
Natural Gas	Southern California Gas Company
Solid Waste Disposal	City of Los Angeles

## 2.6 Description of Adjoining Properties

Adjoining properties are defined as any real property or properties, the border of which is contiguous or partially contiguous with that of the subject property of a Phase I ESA, or that would be contiguous or partially contiguous with that of a subject property but for a street, road, or other public thoroughfare separating them. To the extent feasible, our firm performed a visual inspection of adjoining properties from the Site boundaries and along public right of ways. We did not encroach on to adjoining private property during the completion of this assessment. The following table identifies the adjoining property uses:

Direction	Adjoining Property Use
North	W. Centinela Avenue followed by commercial properties (office building and hotel)
South	Commercial property (hotel).
East	S. Sepulveda Boulevard followed by a multi-use commercial property
West	Arizona Avenue followed by commercial properties

## 2.7 Summary Relative to Environmental Concerns

No recognized environmental conditions in connection with the land use of the Site and improvements at the Site are noted. In addition, the land uses of adjoining properties and properties in the vicinity of the Site do not represent recognized environmental conditions that are of direct environmental concern to the Site.



## 3.0 PHYSICAL SETTING

### 3.1 Topography

The Site is depicted on the United States Geological Survey (USGS) topographic map for the Venice, California 7.5-minute quadrangle (2018). The Site is shown on the map as being situated at an elevation of approximately 30 feet above mean sea level with a local topographic gradient generally downward toward the southeast. There are no improvements, structures or surface waters depicted on-Site on the map. Adjoining and surrounding roadways are depicted on the map, as well as Centinela Creek Channel to the north-northeast. A Topographic Map is included as Figure 3.

### 3.2 Hydrology

According to the Water Quality Control Plan Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties, published by the California Regional Water Quality Control Board, the Site is situated within the Los Angeles-San Gabriel Hydrologic Unit. Area drains are present at the Site and primarily located in the parking lot area. Due to the substantial amount of paving at the Site, infiltration of precipitation to the Site is likely relatively minor. Any excess water would appear to flow as surface runoff to surrounding areas of lower elevation and to adjoining roadways and the municipal stormwater conveyance system. The Site does not appear to receive significant drainage from off-Site properties.

### 3.3 Geology

General geologic information pertaining to the Site is presented in the table below.

Geologic Consideration	Details
California Geomorphic Province	Peninsular Ranges
Mapped Soils or Formation	Alluvial Valley and Old Alluvial Valley Deposits
Description of Soils or Formation	Generally unconsolidated and semi-consolidated sands, silts, clays and gravels
Distance/Direction to Mapped Faults	No known faults are mapped on the Site. Please refer to the Site geotechnical report for additional information.

### 3.4 Hydrogeology

General hydrogeologic information pertaining to the Site is presented in the table below.

Hydrogeologic Consideration	Details
Groundwater Basin or Unit	Los Angeles-San Gabriel Hydrologic Unit
Beneficial Uses	Municipal, agricultural, and industrial
Estimated Depth to Groundwater	Estimated at 30 feet based on local groundwater monitoring well information for a property to the west.



Hydrogeologic Consideration	Details
Estimated Flow of Groundwater	Southeast
Known Site or Regional Groundwater Contamination Issues	None reported

### 3.5 Oil and Gas Exploration

According to online resources provided by the California Department of Conservation, Geologic Energy Management Division, there are no oil, gas or geothermal wells located on the Site or its adjacent properties. The Site is situated within a City of Los Angeles Department of Building and Safety Methane Zone.

### 3.6 Summary Relative to Environmental Concerns

No recognized environmental conditions associated with Site physical setting considerations are noted. In addition, physical setting considerations related to the adjoining properties and properties in the vicinity of the Site do not represent recognized environmental conditions that are of direct environmental concern to the Site.





## **4.0 USER PROVIDED INFORMATION**

A representative of the user of this report (FRH Realty LLC) was interviewed during the completion of this assessment. The questions posed during the interview are defined by the ASTM E1527 practice and we understand that the client also relied on information provided by their client (borrower) in order to respond to the standard interview questions. The client also provided us with any land title records and judicial records that may be available for the Site as part of the required evaluation for environmental liens and activity and use limitations (AULs) in connection with the subject property of a Phase I ESA. As stated in the ASTM E1527 practice, it is the responsibility of the user of the report to provide any available records pertaining to environmental liens and AULs that may exist in connection with a given property. Any land title and judicial recorded provided to our firm are discussed below. If such information is not discussed in the sections below, it was not provided by the user of the report.

In addition to the contact information obtained, the user of the report was also asked if they are aware of other useful documents that may exist and if so whether copies can be provided to the environmental professional within reasonable time and cost constraints. A list of typical useful documents is included in Section 10.8.1 of the ASTM E1527 practice and include but are not limited to environmental assessment reports, compliance audits and permits, registrations for tank and other aboveground or underground systems, safety plans, spill prevention and other facility related plans and geological/geotechnical studies and environmental governmental agency notices and/or correspondence.

### **4.1 Title Records**

An ALTA Commitment of Title Insurance issued by First American Title Insurance Company dated July 31, 2020 was provided for our review. No environmental liens or AULs are referenced in the report. There is a reference to an easement in favor of Shell Oil Company for a pipeline recorded in 1973 in the title report. The pipeline appears to run along the northern Site boundary, with most signage off-Site in a landscaped area fronting W. Centinela Avenue. Maintenance of the pipeline is the responsibility of its owner.

### **4.2 Environmental Liens**

The client is unaware of environmental liens in connection with the Site.

### **4.3 Activity and Use Limitations**

The client is unaware of AULs in connection with the Site.

### **4.4 Specialized or Actual Knowledge or Experience**

The client is unaware of specialized knowledge, actual knowledge or experience that is material to recognized environmental conditions in connection with the Site.

### **4.5 Commonly Known or Reasonably Ascertainable Information**

The client is unaware of commonly known or reasonably ascertainable information within the local community that is material to recognized environmental conditions in connection with the Site.



#### **4.6 Valuation Reduction for Environmental Issues**

The client is unaware of information pertaining to an undervalued purchase price of the Site relative to the estimated fair market value of the Site due to the presence of contamination.

#### **4.7 Owner, Property Manager, and Occupant Information**

The Site reportedly has multiple owners including HRQ Investments, Lorin Flyer and the Lorin Flyer Trust. Alana Cohen, Steven Cohen and Arthur Quinn. The Site owners are also considered to be the Site managers. Site occupants were previously discussed in Section 2.3.

#### **4.8 Reason for Performing Phase I ESA**

The client has commissioned this Phase I ESA as part of a property transaction. The Phase I ESA is also being completed to assist the client in complying with 40 CFR Part 312. We understand that the Site is slated for future development to include mass excavation for a single level underground parking structure to span the entire Site area. Above the parking garage will be three levels of concrete structure to include parking and commercial/retail spaces. Wood-framed, residential units will be constructed above the concrete components.

#### **4.9 Proceedings Involving the Site**

The client is unaware of pending, threatened, or past litigation and administrative proceedings relevant to hazardous substances or petroleum products in, on, or from the Site. The client is also unaware of notices from any governmental entity regarding any possible violation of environmental laws or possible liability relating to hazardous substances or petroleum products in connection with the Site.

#### **4.10 Other Provided Documents**

Prior environmental documents pertaining to the Site were not provided to our firm during the completion of this assessment.

#### **4.11 Summary Relative to Environmental Concerns**

No recognized environmental conditions associated with the user provided information are noted.



## 5.0 REGULATORY RECORDS REVIEW

Our firm commissioned the preparation of a regulatory database report from Environmental Data Resources, Inc. (EDR) as part of the regulatory records review. EDR searches a myriad of Federal, State and local government environmental databases during the preparation of their deliverables. Certain databases are specifically required by the ASTM E1527 practice and are referenced as “standard ASTM regulatory databases.” Such databases are searched to at least the minimum search distance around a given property as defined in the practice. Other regulatory databases are also searched that are not specifically referenced in ASTM E1527. Such databases are referenced as “non-ASTM regulatory databases” and are searched as varying radii around a given property as selected by EDR.

Descriptions of each database searched and the dates that the regulatory databases were last updated by the applicable agencies are included in the EDR report. The extent of historical information varies with each database and current information is determined by what is publicly available to EDR at the time of an updates. EDR updates databases in accordance with ASTM E1527 which states that government information from nongovernmental sources may be considered current if the source updates the information at least every 90 days, or, for information that is updated less frequently than quarterly by the government agency, within 90 days of the date the government agency makes the information available to the public.

Our firm also reviewed unplottable sites listed in the database report by cross-referencing reasonably ascertainable information pertaining to such properties that may include facility names, street names, zip codes or other information. Unplottable sites are ones that cannot be formally mapped or geocoded due to various reasons, including limited geographic information. Any unplottable sites that we identify within the specified search radii have been evaluated as part of the preparation of this report. A copy of the regulatory database report is included in Appendix B.

### 5.1 Standard ASTM Regulatory Database Search

The tables below present the standard Federal, State, Tribal and local ASTM databases that were searched by EDR including the search distances from the Site. Below the tables are descriptions of any listings for the Site that may appear in the databases. In addition, a discussion of adjoining properties or properties in the Site vicinity that are listed in one or more regulatory databases that in our professional judgment and opinion have the potential to adversely impact the Site due to current or former releases of hazardous substances and/or petroleum products that occurred at said properties is presented. This practice of discussing only properties of potential environmental concern to the Site is noted in ASTM E1527 which states that the environmental professional may make statements applicable to multiple properties listed in regulatory databases that are not likely to have current or former releases of hazardous substances and/or petroleum products with the potential to migrate to the a given subject property. Our professional judgment and opinions discussed herein are based on several factors including the nature of the regulatory database listings, distance of the off-Site listed properties from the Site, orientation of the listed properties relative to the Site, interpreted the direction of groundwater flow and/or regulatory case status information for the various properties as described in the databases.



The following Federal standard ASTM databases were searched:

Standard Environmental Record Source Name	EDR Regulatory Database Identification	Search Distance From Site (Miles)
National Priorities List (NPL) Site List	NPL – Proposed NPL – Superfund Record of Decision (ROD) - NPL Liens	1.0
Delisted NPL Site List	Deleted NPL	0.5
Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) List	CERCLIS - SEMS – ODI – IODI – CERCLIS LIENS – SEMS LIENS - FEDERAL FACILITY - CONSENT, LIENS 2	0.5
CERCLIS No Further Remedial Action Planned (NFRAP) Site List	SEMS Archive	0.5
Resource Conservation and Recovery Act (RCRA) Corrective Action Sites (CORRACTS) Facilities List	RCRA CORRACTS	1.0
RCRA Non-CORRACTS Treatment, Storage and Disposal (TSD) Facilities List	RCRA TSD	0.5
RCRA Generators List	RCRA LQG – RCRA SQG – RCRA VSQG – RCRA NONGEN/NLR	0.25
Institutional Control/Engineering Control Registries	LUCIS – US ENG CONTROLS - US INST CONTROLS	0.5
Emergency Response Notification System (ERNS) List	ERNS – ERNS 1982 to 1986 – ERNS 1987 to 1989	Site

**Site** – The Site was not identified on the any of the Federal ASTM databases.

**Adjoining Properties** – One adjoining property is listed on the standard Federal ASTM regulatory databases. The western adjoining property located as 6305 Arizona Place is listed on the RCRA NonGen database. The property is identified as Charter Communication LLC, and has no reported violations. This property is not considered to have the potential to adversely impact the Site.

**Other Properties** – There are 35 listings pertaining to multiple properties in the surrounding area that are identified on various databases including SEMS Archive (three listings), RCRA TSD (one listing), RCRA LQG (one listing), RCRA SQG (nine listings), and RCRA Non-Gen (21 listings). These properties are not considered to have the potential to adversely impact the Site.

One of the properties included in the 35 listings noted above that is worth additional discussion appears on the SEMS-ARCHIVE database. This property is listed under the name of D’Andrea Graphics Comp. and Burton Plating Inc., which is addressed at 6341 Arizona Circle and is located approximately 430 feet to the west and cross-gradient to the Site. According to regulatory records, this facility was a silver plating company and was investigation by the EPA in 1986, but was not placed on the NPL list. The property has volatile organic compound (VOC) soil and groundwater contamination which was first reported in 2004 and has an open case status. Active assessment and remediation are being conducted but based on contaminant plume maps included in various document, the VOC plume resulting from the property has not migrated beneath the Site.



The following State, Tribal and local standard ASTM databases were searched:

Standard Environmental Record Sources Name	EDR Regulatory Database Identification	Search Distance From Site (Miles)
Equivalent NPL	RESPONSE	1.0
Equivalent CERCLIS	ENVIROSTOR – DELISTED ENVS – HWP – HHSS – HISY CAL-SITES – TOXIC PITS	0.5
Landfill and/or Solid Waste Disposal Site Lists	SWF/LF – WMUSD/SWAT – SWRCY – HAULERS – INDIAN ODI – ODI – HIS OPEN DUMPS – LF LOS ANGELES – LF LOS ANGELES CITY	0.5
Leaking Storage Tank Lists	LUST – DELISTED LST – LUST REG 4 – LUST REG 6V – CPS-SLIC - INDIAN LUST – CORTESE – HIST CORTESE	0.5
Registered Storage Tank Lists	UST – AST – UST CLOSURE – CERS TANK – INDIAN UST – SWEEPS UST – HIST UST – CA FID UST – HMS LOS ANGELES - LOS ANGELES AST - LOS ANGELES UST	Site and Adjoining Properties
Institutional Control/Engineering Control Registries	DEED	Site
Voluntary Cleanup Sites	VCP	0.5
Brownfield Sites	BROWNFIELDS	0.5

**Site** – The Site is not listed on any of the State, Tribal and local standard ASTM databases.

**Adjoining Properties** – Two adjoining properties are listed on the standard State, Tribal and local standard ASTM databases.

- The eastern adjoining property is listed on the several databases and with differing names and physical addresses. The property is listed under the names of 94855-Chevron Station, Andrea Belotta, H&H Property, and Belotto Auto Service (address of 6530 Sepulveda Boulevard) on the HIST UST, SWEEPS UST, FID UST, LUST and HIST CORTESE databases, under the names of Fix Hills Car Wash, Howard Hughes Property Lot #2, and Gruskins H. Enterprise (6540 Sepulveda Boulevard) on the HIST UST, SWEEPS UST, FID UST, LUST and HIST CORTESE databases and under the name of Howard Hughes Properties (6601 Center Drive W.) on the UST database. The database report indicated that the property has one active UST. This property is also listed as having had two leak incidents that impacted soil only, and have been granted closure. This property is situated cross to downgradient from the Site and is not considered to have the potential to adversely impact the Site.
- A western adjoining property (Allied Environmental at 6300 Arizona Circle), is listed on the SWEEPS UST and FID UST databases. No additional information regarding tanks at this property was provided and no information regarding tanks was noted on the State of



California GeoTracker website/database. This property is not listed as having had a leak incident and is not considered to have the potential to adversely impact the Site.

**Other Properties** – There are 82 listings pertaining to multiple properties in the surrounding area that are identified on various databases including ENVIROSTOR (seven listings), SWF/LF (one listing), LUST (17 listings), UST (five listings), SWEEPS UST (13 listings), HIST UST (nine listings), CERS TANKS (four listings), FIS UST (nine listings), CPS-SLIC (four listings), and CORTESE (13 listings). None of these properties is considered to have the potential to adversely impact the Site.

## 5.2 Non-ASTM Regulatory Database Search

A myriad of non-ASTM regulatory databases was searched by EDR as noted in the regulatory database report.

**Site** – The Site is listed on the following databases: DRYCLEANERS, EMI, HAZNET and HWTS.

- One Hour Martinizing at 6511 ½ Sepulveda Boulevard is listed on the DRYCLEANERS, HWTS and EMI databases as an inactive facility. There are no references to the manifesting or removal of cleaners related waste in the databases, nor are there any violations or releases noted. In addition, upon further inquiry with the designated Site owner representative, we were informed that this and subsequent dry cleaning businesses that operated in this space did not conduct on-Site cleaning operations and that they served as pick-up/drop-off locations. Cleaning was reportedly conducted at an off-Site remote plant. It is common for businesses and their primary addresses to appear on regulatory databases indicating cleaners related uses regardless of whether or not they conducted actual cleaning activities on-Site or at an off-property location.
- Dinahs Family Restaurant, addressed at 6521 S. Sepulveda Boulevard, is listed on the HAZNET and HWTS databases for generating and disposing “other organic solids” (likely waste cooking grease). There are no violations or releases noted.
- Pameco-Aire Inc., addressed at 6519 ½ S. Sepulveda Boulevard, is listed on the HAZMAT database and as being inactive. The facility was not listed as generating hazardous wastes, having violations or as having had a release. There are no violations or releases noted.

**Adjoining Properties** – Adjoining properties previously discussed in Section 5.1 are also listed on various non-ASTM regulatory databases. None of the adjoining properties are considered to have the potential to adversely impact the Site.

**Other Properties** – There are 44 listings pertaining to multiple properties in the surrounding area that are identified on various databases including FUDS (one listing), BOND EXP. PLAN (ONE listing), DRYCLEANERS (five listings), HWP (one listing), NY MANIFEST (one listing), NOTIFY 65 (one listing) and CERZ HAZ (eight listings). None of these properties are considered to have the potential to adversely impact the Site.

## 5.3 Regulatory Agency File Reviews

If a property being assessed under a Phase I ESA or any of the adjoining properties are identified on one or more of the above referenced standard environmental record sources, pertinent regulatory files and/or records associated with such listings should be reviewed to assist the environmental



professional in evaluating if recognized environmental conditions existing at a given subject property in connection with any listings. However, if in the environmental professional's opinion, such a review is not warranted, file reviews need not be conducted if the environmental professional provides justification for not doing so.

Agency file reviews for the Site completed during this assessment are noted below. No file reviews for adjoining properties or properties in the surrounding area were deemed warranted with the exception of research completed on the State Water Resources Control Board Geotracker database regarding the eastern adjoining former gasoline station property and the nearby former plating facility to the west (not a significant concern to the Site). The agency inquiries were performed by way of on-line searches/queries of published databases and/or direct inquiries with public records clerks at one or more agencies. Daniel Weis of Weis Environmental conducted the agency file reviews during the completion of this assessment.

<b>Regulatory Agency</b>	<b>Jurisdiction</b>	<b>Date of Inquiry or Request</b>	<b>Contact</b>	<b>Response or Information From Agency</b>
United States EPA	Federal	9/21/2020	Online <a href="https://enviro.epa.gov/">https://enviro.epa.gov/</a>	No Records Identified
California Department of Toxic Substances Control	State	9/21/2020	Online <a href="https://www.envirostor.dtsc.ca.gov/public/">https://www.envirostor.dtsc.ca.gov/public/</a> <a href="https://hwts.dtsc.ca.gov/report_list.cfm">https://hwts.dtsc.ca.gov/report_list.cfm</a>	No Records Identified
State Water Resources Control Board/Regional Water Quality Control Board	State	9/21/2020	Online <a href="https://geotracker.waterboards.ca.gov/">https://geotracker.waterboards.ca.gov/</a> <a href="https://geotracker.waterboards.ca.gov/historical_cal_ust_facilities">https://geotracker.waterboards.ca.gov/historical_cal_ust_facilities</a>	No Records Identified
City of Los Angeles Fire Department	Local	9/16/2020	Public Records Clerk	No Records Identified

## 5.4 Summary Relative to Environmental Concerns

No recognized environmental conditions associated with regulatory records searches are noted. In addition, regulatory resources related to the adjoining properties and properties in the vicinity of the Site do not represent recognized environmental conditions that are of direct environmental concern to the Site.





## 6.0 HISTORICAL RESOURCE REVIEW

The objective of consulting historical sources is to develop a history of the previous uses of a property and surrounding area, in order to help identify the likelihood of past uses having led to recognized environmental conditions in connection with a given property. The goal of the historical research is to identify all obvious uses of a subject property from the present, back to the property's first developed use, or back to 1940, whichever is earlier. The environmental professional exercises professional judgment in reviewing only as many of the standard historical sources referenced in ASTM E1527 that are deemed necessary, are reasonably ascertainable and are likely to be useful. Historical resources reviewed during the completion of this assessment are referenced below. Copies of select historical resources (city directories and the fire insurance map search) are included in Appendix C. Copies of aerial photographs are not appended due to copyright considerations but are available online for viewing.

### 6.1 Aerial Photographs

We reviewed historical aerial photographs from the years 1952, 1953, 1963, 1972, 1980, 1994, 2003, 2004, 2005, 2009, 2010, 2012, 2014, 2016 and 2019 provided by online resources ([www.historicaerials.com](http://www.historicaerials.com) and Google Earth). The table below presents the results of the photograph review.

Photograph Year	Site Observations	Adjoining Property Observations
1952, 1953	The Site appears to be vacant and undeveloped.	Adjoining properties appear to be a highway and railroad track to the north followed by two apparent commercial buildings; a road followed by vacant land to the east; a commercial building to the south; and vacant land to the west with unimproved roads traversing the property.
1963	The Site appears to be developed with the 6521 S. Sepulveda building.	Adjoining properties appear to be a highway and railroad track to the north followed by two apparent commercial buildings; a road followed by vacant land to the east; a commercial building shown in the 1953 aerial photograph to the south; and a street followed by vacant land and commercial buildings to the west.
1972	The Site appears to be developed with the 6521 S. Sepulveda and 6520 Arizona Avenue buildings.	Adjoining properties appear to be a highway to the north followed by vacant land; a road followed by an apparent gasoline station to the east; a commercial building shown in the 1963 aerial photograph to the south; and a street followed by vacant land and the commercial buildings shown in the 1963 aerial photograph to the west.
1980	Similar to the 1972 aerial photograph.	The west and south adjoining properties appear to be similar to the 1972 aerial photograph. An additional building is shown developed to the east and an apparent office building is shown developed to the north.



Photograph Year	Site Observations	Adjoining Property Observations
1992, 1994	The Site appears to be developed in its current configuration.	The north adjoining property appears to be similar to the 1980 aerial photograph. The east adjoining property is depicted to have been redeveloped with an office building. An additional building is shown to the developed on the south adjoin property. A parking lot is shown to be developed on the northern west adjoining property
2002	The Site appears to be developed in its current configuration.	Most of the adjoining properties appear generally similar to their current configurations. The south adjoining property is shown to have been developed with the current hotel.
2003 – 2005, 2009, 2010, 2012, 2014, 2016 and 2019	The Site appears to be developed in its current configuration.	Similar to the 2002 aerial photograph.

## 6.2 City Directories

Our firm reviewed city directories dated ranging in date from 1920 to 2014 provided by EDR. Listings for the Site were noted as various restaurants and retail/general commercial tenants from 1952 to 2014. The city directories indicated that the Site and south adjoining property were addressed at 6501 S. Sepulveda Boulevard in the 1950s, which was listed as occupied by Esther and Ben Gage Trails (reportedly a restaurant). Cleaners are referenced for 6511 S. Sepulveda in directories from 1994 to 2014. As stated previously, we were informed that dry cleaning businesses that operated in this space did not conduct on-Site cleaning operations and that they served as pick-up/drop-off locations. Cleaning was reportedly conducted at an off-Site remote plant.

Adjoining and nearby properties in the surrounding area are primarily referenced in several of the directories as being used for general commercial purposes of no potential environmental concern to the Site and a gasoline station (east adjoining). The gasoline station on the eastern adjoining property was identified in 1975 and 1980 city directories as Belotto Auto Service and Bobs Chevron Service. This property was previously discussed in Section 5.1 and is not considered to have the potential to adversely impact the Site.

## 6.3 Fire Insurance Maps

EDR searched for historical fire insurance maps pertaining to the Site. No published maps were identified.

## 6.4 Other Historical Sources

Other historical sources are referenced in the ASTM E1527 practice as any source or sources other than the standard historical sources referenced in the practice that are credible to a reasonable person and that identify past uses of a subject property. This category includes, but is not limited to miscellaneous maps, newspaper archives, internet sites, community organizations, local libraries, historical societies, current owners or occupants of neighboring properties, or records in the files and/or personal knowledge of the property owner and/or occupants. No historical sources other than



the standard sources described above were deemed necessary and useful to assist in identifying recognized environmental conditions.

## **6.5 Summary Relative to Environmental Concerns**

No recognized environmental conditions associated with historical resources reviewed are noted. In addition, historical resources related to the adjoining properties and properties in the vicinity of the Site do not represent recognized environmental conditions that are of direct environmental concern to the Site.



## **7.0 SITE RECONNAISSANCE**

The objective of the Site reconnaissance is to obtain information indicating the likelihood of identifying recognized environmental conditions in connection with a subject property. The Site visit was completed by Daniel Weis of September 2, 2020. Mr. Weis was unaccompanied during the reconnaissance.

### **7.1 Methodology and Limiting Conditions**

The Site reconnaissance consisted of observing the exterior grounds of the Site and interior tenant space at 6511 S. Sepulveda (former cleaners and current hair salon). Due to COVID-19 related considerations/public health concerns, we did not access other interior building locations. Given the current uses of each of the tenant spaces and the lack of environmental history of the Site, the lack of interior access is not considered to be a data gap of significance. Select photographs of the Site obtained during the Site reconnaissance are included in Appendix D.

### **7.2 Current General Site and Vicinity Characteristics**

The Site and the surrounding vicinity are situated in an area of the City of Los Angeles that consists of primarily of commercial properties, public roadways and residential properties. The Site is currently utilized as a multi-tenant retail center with three commercial buildings, and a small kiosk. The 6501 S. Sepulveda Boulevard and 6520 Arizona Avenue buildings are occupied by multiple tenants as noted on the rent roll is included as Appendix A. Please note that the cleaners business referenced on the rent roll (reported pick-up/drop-off operation) formerly at 6501 S. Sepulveda Boulevard) is no longer present and is now an expanded area pf the adjoining hair salon. The 6521 S. Sepulveda Boulevard building is a restaurant (Dinah's).

### **7.3 Indications of Past Site and Vicinity Uses**

There are no material differences between the current and past uses of the Site, adjoining properties and the surrounding area Site that were visually and/or physically observed during the Site reconnaissance that pertain to recognized environmental conditions.

### **7.4 Site-Specific Observations**

We examined visible and accessible areas of the Site for the features and conditions noted in the table below.



Feature or Condition	Details
General Description of Structures	There are three buildings at the Site consisting of brick masonry, concrete masonry unit, wood panel, stone masonry and stucco exteriors that appear to be constructed on concrete slab-on-grade foundations. The majority of the buildings are single story, with the western end of the 6501 S. Sepulveda Boulevard building having a second level. A small lock & key kiosk is located in northeastern portion of the Site. Other portions of the Site consist of asphalt and concrete paving and minor landscaping. A fenced area is present at the southwest corner of the Site that appears to have been formerly used as a community garden. Indicators of various utility systems are present throughout the Site, primarily adjoining the Site buildings, along the Site perimeter and throughout portions of the parking lot. Areas of patched paving are also present in certain areas. The nature of each of these features is unknown. A higher level of confidence regarding the nature of extent of surface indicators of subsurface features can be obtained from a utility consultant.
Drains and Sumps	There are several drain features at the Site. No staining, odors or other suspect conditions were noted in the drain areas.
Heating/Cooling Systems	Conventional roof-mounted systems.
Potable Water Supply	Municipal (City of Los Angeles)
Roads	Access roads within Site parking lots are provided. Access to the Site is from Arizona Avenue from the west and S. Sepulveda Boulevard from the east.
Septic Systems / Sewage Disposal System	Municipal (City of Los Angeles)
Wastewater and Stormwater Discharges	There are several drain features at the Site. No staining, odors or other suspect conditions were noted in the drain areas.
Wells	None observed.
Drums	None observed.
Electrical or Hydraulic Equipment Known to Contain PCBs or Likely to Contain PCBs	None observed.
Hazardous Substances and Petroleum Products in Connection with Identified Uses	None observed.
Hazardous Substance and Petroleum Products Not Necessarily in Connection With Identified Uses	None observed.
Odors	None noted.
Pits, Ponds or Lagoons	None observed.
Pools of Liquid	None observed.
Solid Waste (Including Fill Material)	Conventional trash dumpsters are present at the Site. No staining, odors or other suspect conditions were noted in these areas.
Stained Soil or Pavement	None observed



Feature or Condition	Details
Stains or Corrosion	None observed.
Storage Tanks	None observed.
Stressed Vegetation	None observed.
Unidentified Substance Containers	None observed.

## 7.5 Summary Relative to Environmental Concerns

No recognized environmental conditions associated with the current use of the Site were noted during the Site reconnaissance. In addition, no current uses of the adjoining properties or properties in the surrounding area that were visually and/or physically observed during the Site reconnaissance were noted as being relevant to recognized environmental conditions that are of direct environmental concern to the Site.



## 8.0 INTERVIEWS

Persons interviewed during the completion of this assessment are noted in the table below. Descriptions of the information obtained from the interviews is included in the Sections below. Daniel Weis conducted the interviews during the completion of this assessment. The regulatory agency contacts consulted during the preparation of this assessment are listed in Section 5.3 of this document.

Name	Title or Role of Contact	Organization or Affiliation	Date of Inquiry or Request	Date Information was Provided
Steven Cohen	Designated Site owner representative and Key Site Manager	Partner of Ownership Entities	September 8, 2020	September 8, 2020

### 8.1 Site Owner

The designated Site owner representative is unaware of environmental concerns in connection with the Site.

### 8.2 Key Site Manager

The Key Site Manager is unaware of environmental concerns in connection with the Site.

### 8.3 Current Occupants

With the exception of the hair salon tenant at 6511 S. Sepulveda (former cleaners), no Site occupants were interviewed during our assessment. This tenant was unaware of environmental concerns in connection with the Site. The lack of interviews completed with other Site tenants is considered to be a data gap. However, given the overall information obtained regarding the Site during the preparation of this assessment and the lack of reported and obvious releases of hazardous substances and/or petroleum products at the Site, the lack of interviews with the Site occupants is not considered to be a data gap of significance or one that would alter our conclusions and recommendations regarding the Site.

### 8.4 Local Government Official

During the preparation of this assessment, a public records clerk of the City of Los Angeles Fire Department was contacted by our firm regarding the Site. The representatives of this agency indicated that a public records request should be conducted in order to obtain information known by the agency regarding the Site. Public records requests were completed by our firm as described in Section 5.3.

### 8.5 Other Parties

Interviews with other persons were not conducted during the preparation of this assessment. As stated in the ASTM E1527 practice, interviews with past owners, operators, and occupants of a subject property who are likely to have material information regarding the potential for contamination at a given property shall be conducted to the extent that they have been identified and that the information likely to be obtained is not duplicative of information already obtained from





other sources. Interviews with persons with past association with the Site were not deemed warranted during the completion of this assessment.

## **8.6 Summary Relative to Environmental Concerns**

No recognized environmental conditions associated with the interviews completed during the assessment are noted.



## **9.0 ADDITIONAL SERVICES – NON-SCOPE ASTM CONSIDERATIONS**

No additional services were completed by our firm during the preparation of this assessment. Several non-scope ASTM considerations are referenced in the ASTM E1527 practice that a user of a report may wish to evaluate. Listed considerations in the practice include asbestos-containing building materials, biological agents, cultural and historic resources, ecological resources, endangered species, health and safety, indoor air quality (unrelated to releases of hazardous substances or petroleum products into the environment), industrial hygiene, lead-based paint, lead in drinking water, mold, radon, regulatory compliance and wetlands. No implication is intended by the practice as to the relative importance of inquiry into such non-scope considerations, and the list of considerations is not intended to be all-inclusive.

An evaluation of one or more of the non-scope considerations was not requested of our firm as part of the scope of services for the assessment. Therefore, no findings, opinions and conclusions of this assessment are based on said non-scope ASTM considerations.



## 10.0 FINDINGS AND OPINIONS

With the exception of the former use of the 6511 S. Sepulveda tenant space as a cleaners business, no suspect features and/or conditions indicating the presence or likely presence of hazardous substances and/or petroleum products at the Site were identified during the completion of this assessment. However, as stated previously in this report, there are no references to the manifesting or removal of cleaners related waste in the databases, nor are there any violations or releases noted for the former cleaners business. In addition, upon further inquiry with the designated Site owner representative, we were informed that this and subsequent dry cleaning businesses that operated in this space did not conduct on-Site cleaning operations and that they served as pick-up/drop-off locations. Cleaning was reportedly conducted at an off-Site remote plant. It is common for businesses and their primary addresses to appear on regulatory databases indicating cleaners related uses regardless of whether or not they conducted actual cleaning activities on-Site or at an off-property location. This former Site use is not considered to be a recognized environmental condition in connection with the Site.



## **11.0 CONCLUSIONS AND RECOMMENDATIONS**

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527 of the Site identified as 6501 S. Sepulveda Boulevard in the City of Los Angeles, California (APNs) 4100-001-006, -007 and -024). Any exceptions to, or deletions from, this practice are described in Section 1.5 of this report. This assessment has revealed no evidence of recognized environmental conditions, controlled recognized environmental conditions or historical recognized environmental conditions in connection with the Site. Additional assessment at the Site is not considered to be warranted at this time.



## 12.0 ENVIRONMENTAL PROFESSIONAL STATEMENT

I declare that, to the best of my professional knowledge and belief, I meet the definition of environmental professional as defined in Section 312.10 of 40 CFR. I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the Site. I have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312. Qualifications of personnel involved with the completion of this report are included in Appendix E.



---

Daniel Weis, R.E.H.S.  
Environmental Manager



## 13.0 ASSUMPTIONS

No Phase I ESA effort can eliminate uncertainty regarding the potential for recognized environmental conditions to exist in connection with a given property. Performance of the ASTM E1527 practice may reduce such uncertainty but in no way should the findings and report be misconstrued as insurance or a guarantee regarding the potential for recognized environmental conditions in connection with a given property. The ASTM E1527 practice recognizes reasonable limits of time and cost relative to the completion of a Phase I ESA.

During the completion of this ESA, our firm relied on certain information obtained from secondary sources, including but not limited to the user of the report, government agencies, historical research business entities, environmental databases and interviews with one or more persons. The sources obtained and/or consulted are assumed to be reliable. However, our firm cannot warranty or guarantee that the information provided by these other sources is wholly accurate or complete. Our firm is not responsible for any misrepresentations or false statements that may be provided by others or the lack of pertinent/relevant information that should have been provided/disclosed by others and we assume no responsibility for any consequence as a result of such omissions or withheld information.

Accuracy and completeness of records varies among information sources, including from governmental agencies. As a result, there is a possibility that even with the proper application of the methodologies presented in ASTM E1527, conditions may exist that could not be identified within the scope of this assessment or which were not reasonably identifiable from the available information. In addition, any responses received from Federal, State, Tribal, and local regulatory agency secondary sources of information after the issuance of this report may change certain findings and conclusions of this report.

Estimations and opinions regarding the potential for off-Site properties to adversely impact a given subject property is one of the key components of a Phase I ESA. In most cases, recent property-specific or adjacent-property specific measured groundwater data or other hydrogeological information is not reasonably ascertainable. In the absence of such data, reasonable assumptions regarding the depth and flow of groundwater are made based on various sources including comparisons to surface elevations, land topography and available hydrogeological on the State of California Geotracker database. In addition, estimations and opinions regarding potential impacts from off-Site locations may be based on certain assumptions that a hazardous substance or petroleum product may not migrate laterally within unsaturated soil for a substantial distance and that contaminants that have reached saturated soil and groundwater may attenuate over time and/or may decrease in concentration relative to distance from its source. While any interpretations presented herein may be effective in reducing uncertainty regarding potential impacts to a subject property from off-Site locations, in no way should the findings and report be misconstrued as insurance or a guarantee regarding the potential for such impacts to occur. Greater certainty regarding subsurface conditions at a given property can only be achieved by way of a subsurface sampling effort of one or more media.



## 14.0 DEFINITIONS

Definitions of key terminology relevant to the ASTM E1527 practice are presented below.

**Recognized Environmental Condition** - 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.

**Controlled Recognized Environmental Condition** - A recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).

**Data Failure** - A failure to achieve the historical research objectives as outlined in the ASTM E1527 practice even after reviewing the standard historical sources that are reasonably ascertainable and likely to be useful. Data failure is one type of data gap.

**Data Gap** - A lack of or inability to obtain information required by this practice despite good faith efforts by the environmental professional to gather such information. Data gaps may result from incompleteness in any of the activities required by the ASTM E1527 practice, including, but not limited to site reconnaissance (for example, an inability to conduct the site visit), and interviews (for example, an inability to interview the key site manager, regulatory officials, etc.). Data gaps are only considered to be significant if they affect the ability of the environmental professional to identify recognized environmental conditions.

**De Minimis Condition** - A condition 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. Conditions determined to be de minimis conditions are not recognized environmental conditions nor controlled recognized environmental conditions.

**Environment** - (A) the navigable waters, the waters of the contiguous zone, and the ocean waters of which the natural resources are under the exclusive management authority of the United States under the Magnuson-Stevens Fishery Conservation and Management Act [16 U.S.C. §§ 1801 et seq.], and (B) any other surface water, groundwater, drinking water supply, land surface or subsurface strata, or ambient air within the United States or under the jurisdiction of the United States.

**Good Faith** - The absence of any intention to seek an unfair advantage or to defraud another party; an honest and sincere intention to fulfill one's obligations in the conduct or transaction concerned.

**Hazardous Substance** - Includes hazardous substances designated under section 311 of the Clean Water Act (CWA) or Section 102 of CERCLA, any toxic pollutant listed under Section 307(a) of the CWA, any waste that has been listed as a RCRA hazardous waste or possesses a RCRA hazardous waste characteristic, any substance that is identified as a hazardous pollutant under Section 112 of the Clean Air Act (CAA), and any imminently hazardous chemical that EPA has taken action pursuant to Section 7 of the Toxic Substances Control Act (TSCA).

**Historical Recognized Environmental Condition** - A past release of any hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority





or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property in question to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).

**Petroleum Exclusion** – While the definition of a CERCLA hazardous substance specifically excludes petroleum products and crude oil, the EPA has determined that the petroleum exclusion applies to petroleum products such as gasoline and other fuels containing lead, benzene or other hazardous substances that are normally added during the refining process. Notwithstanding the existence of the petroleum exclusion, petroleum products are included within the scope of the ASTM E1527 practice for multiple reasons. Petroleum products have historically been widely used at commercial properties. In addition, other federal and state laws may impose liability for releases or spills of petroleum products.

**Reasonably Ascertainable Information** - Information that is (1) publicly available, (2) obtainable from its source within reasonable time and cost constraints and (3) practically reviewable.

**Release or Threatened Release** - Spilling, leaking, pumping, pouring, emitting, emptying, discharging, injecting, escaping, leaching, dumping or disposing into the environment (including the abandonment or discarding of barrels, containers and other closed receptacles containing any hazardous substance, or pollutant or contaminant).



## 15.0 REFERENCES

Sources of information consulted during the completion of our Phase I ESA are noted in the sections below.

### 15.1 Documents, Plans and Reports

- All Appropriate Inquiry” as necessary to satisfy the defenses available under 42 U.S.C. §§ 9607(b)(3), 9607(r)(1), and 9607(q), relying on definitions provided at 42 U.S.C. §§ 9601(35)(B); and as further explained in 40 CFR §§ 312.1 – 312.31.
- ASTM International, "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process," ASTM Designation E 1527-13, Published November 2013.
- California Geological Survey, 2002, California Geomorphic Provinces Note 36, Electronic Copy, Revised December.
- California State Water Resources Control Board, Water Quality Control Plan for the San Diego River Basin (9), California, Published 2008.
- EDR Database Report dated September 9, 2020.
- EDR City Directory Report dated September 8, 2020.
- EDR Fire Insurance Maps Report dated September 8, 2020.
- USGS topographic map, Venice, California Quadrangle (2018).
- Aerial Photographs - [www.historicaerials.com](http://www.historicaerials.com)

### 15.2 Personal Communications

- Designated Client Representative – FRH Realty LLC
- Designated Site Owner Representative – Steven Cohen
- Key Site Manager – Steven Cohen
- Public Records Clerk – City of Los Angeles Fire Department

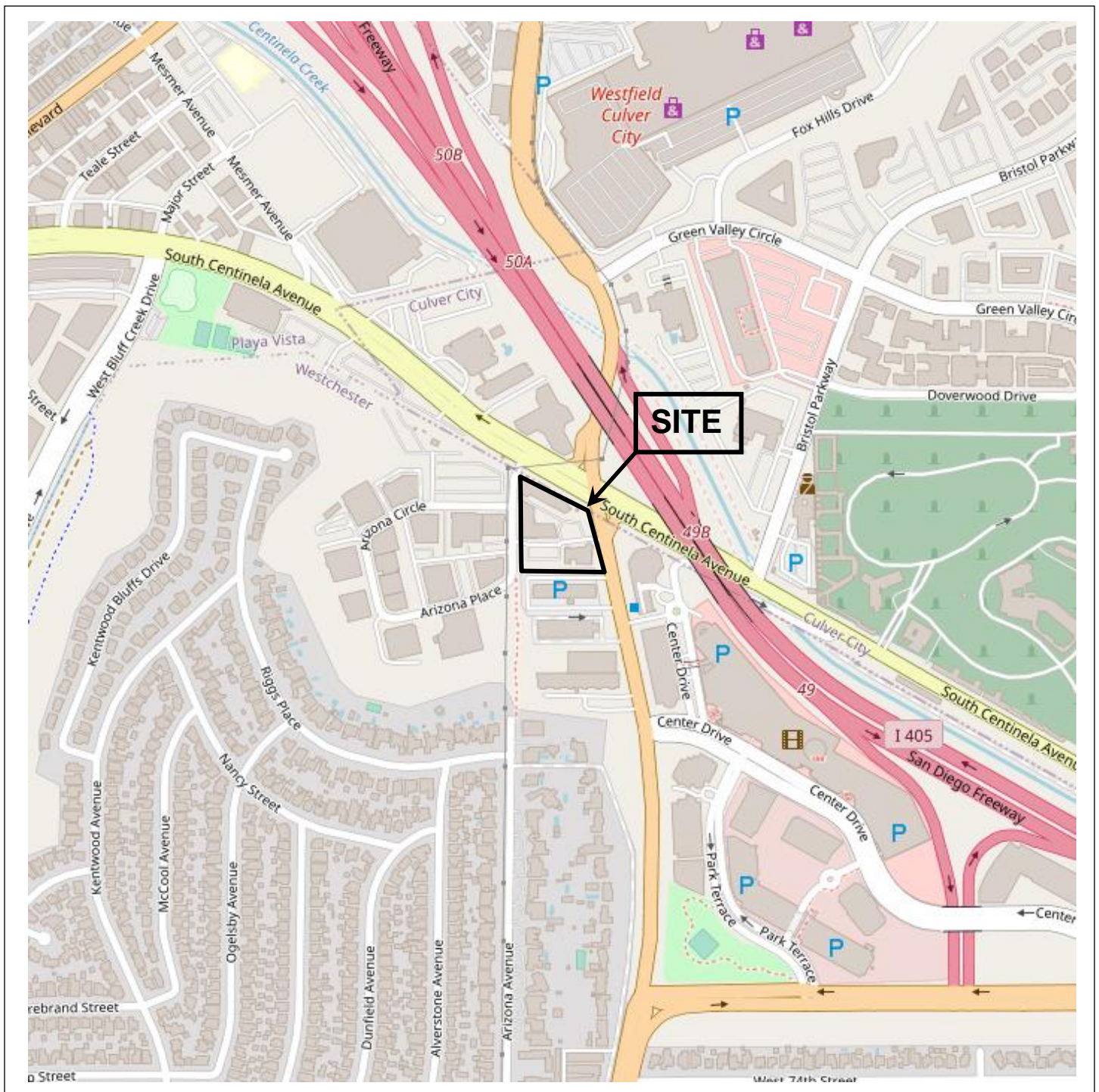
### 15.3 Agencies Consulted

- California Department of Conservation, Geologic Energy Management Division (CalGEM)
- California Department of Toxic Substances Control
- California State Water Resources Control Board
- City of Los Angeles
- United States EPA



## FIGURES

**FIGURE 1**  
VICINITY MAP



**Figure 1 - Vicinity Map**

6501 S Sepulveda Boulevard  
Los Angeles, California



Prepared by:

**Weis Environmental**  
1938 Kellogg Avenue, Suite 116  
Carlsbad, CA 92008



**FIGURE 2**  
**SITE PLAN**





## Figure 2 - Site Plan

6501 S Sepulveda Boulevard  
Los Angeles, California



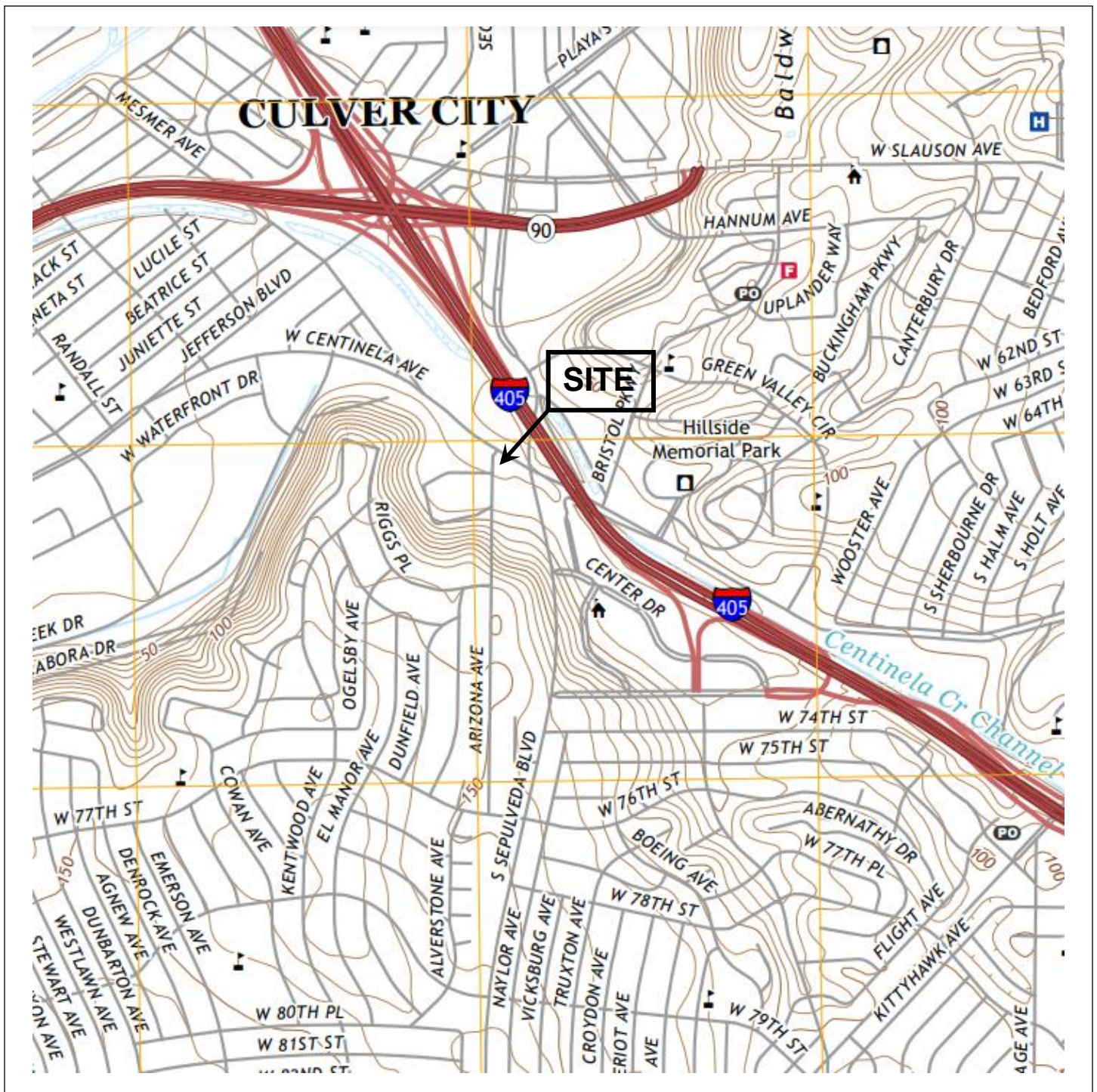
Prepared by:

**Weis Environmental**  
1938 Kellogg Avenue, Suite 116  
Carlsbad, CA 92008





**FIGURE 3**  
TOPOGRAPHIC MAP



**Figure 3 - Topographic Map**

6501 S Sepulveda Boulevard  
Los Angeles, California



Prepared by:

**Weis Environmental**  
1938 Kellogg Avenue, Suite 116  
Carlsbad, CA 92008



## **APPENDICES**

**APPENDIX A**  
**RENT ROLL**

## Centinela/Sepulveda Rent Rolls

S/C Plaza/Dianhs rent Roll					
Tenant	Date				
Hair	1/16/19				
Allen Thomas	1/16/19				
Rise & Shine	1/16/19				
Nails	1/16/19				
Tattoo	1/16/19				
Blueprint	1/16/19				
Pilates	1/16/19				
Deli	1/16/19				
Donuts	1/16/19				
Cleaners	1/16/19				
Lockshop	1/16/19				
Dinah's	1/16/19				
Clear Channel	1/16/19				
<b>Fox/Quinn Industrial</b>					
Church	1/10/19				
Viva	1/10/19				
Karate	1/10/19				
Asian Clscs	1/10/19				
Big Mango	1/10/19				
Kung Foo	1/10/19				
<b>TOTAL</b>					

**APPENDIX B**  
REGULATORY DATABASE REPORT

**6501, 6521 S Sepulveda & 6520 Arizona Ave**

6501, 6521 S Sepulveda & 6520 Arizona Ave

Los Angeles, CA 90045

Inquiry Number: 6182511.2s

September 09, 2020

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***Thank you for your business.***  
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with any questions or comments.

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## EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

### TARGET PROPERTY INFORMATION

#### ADDRESS

6501, 6521 S SEPULVEDA & 6520 ARIZONA AVE  
LOS ANGELES, CA 90045

#### COORDINATES

Latitude (North):	33.9805670 - 33° 58' 50.04"
Longitude (West):	118.3953620 - 118° 23' 43.30"
Universal Transverse Mercator:	Zone 11
UTM X (Meters):	371104.3
UTM Y (Meters):	3760684.2
Elevation:	30 ft. above sea level

### USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	5640438 VENICE, CA
Version Date:	2012

### AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20140513
Source:	USDA

# MAPPED SITES SUMMARY

Target Property Address:  
6501, 6521 S SEPULVEDA & 6520 ARIZONA AVE  
LOS ANGELES, CA 90045

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
<a href="#">A1</a>	ONE HOUR MARTINIZING	6511 SEPULVEDA 1/2 B	CA DRYCLEANERS		TP
<a href="#">A2</a>	ONE HOUR MARTINIZING	6511 1/2 SEPULVEDA B	CA EMI		TP
<a href="#">A3</a>	EJS CO., LLC.	8521 S SEPULVEDA BLV	CA HAZNET, CA HWTS		TP
<a href="#">A4</a>	ONE HOUR MARTINIZING	6511 1/2 SEPULVEDA B	CA HWTS		TP
<a href="#">A5</a>	DINAHS FAMILY RESTUR	6521 S SEPULVEDA BLV	CA HAZNET, CA HWTS		TP
<a href="#">A6</a>	MILLER DAVID	28521/2 S SUNSET BLV	EDR Hist Cleaner		TP
<a href="#">A7</a>	LUCKY CLEANER	6511 S SEPULVEDA BLV	EDR Hist Cleaner		TP
<a href="#">A8</a>	PAMECO-AIRE INC	6519 1/2 S SEPULVEDA	CA HAZMAT	Higher	39, 0.007, East
<a href="#">A9</a>	LA PUMPING PLANT 57	6102 CENTINELA AVE	RCRA-SQG, FINDS, ECHO	Lower	45, 0.009, NE
<a href="#">A10</a>	SOUTHERN CALIFORNIA	6100 W CENTINELA AVE	RCRA-SQG	Lower	45, 0.009, NE
<a href="#">A11</a>	PACIFICA PLAZA OFFIC	6106 CENTINELA AVE	CA SWEEPS UST, CA FID UST	Lower	46, 0.009, NNE
<a href="#">B12</a>	94855	6530 S SEPULVEDA BLV	CA HIST UST	Higher	100, 0.019, SE
<a href="#">B13</a>	ANDREA BELOTTA	6530 S SEPULVEDA BLV	CA SWEEPS UST	Higher	100, 0.019, SE
<a href="#">B14</a>	H & H PROPERTY	6530 SEPULVEDA	CA LUST, CA HIST CORTESE, CA CERS	Higher	100, 0.019, SE
<a href="#">B15</a>	94855-CHEVRON STATIO	6530 SEPULVEDA BLVD	CA FID UST	Higher	100, 0.019, SE
<a href="#">B16</a>	H & H PROPERTY	6530 SEPULVEDA BLVD	CA LUST, CA Cortese	Higher	100, 0.019, SE
<a href="#">B17</a>	BELOTTO AUTO SERVICE	6530 SEPULVEDA	EDR Hist Auto	Higher	100, 0.019, SE
<a href="#">B18</a>	94855-CHEVRON STATIO	6530 SEPULVEDA BLVD	CA SWEEPS UST	Higher	100, 0.019, SE
<a href="#">B19</a>	94855	6530 SEPULEVDA BLVD	CA HIST UST	Higher	100, 0.019, SE
<a href="#">B20</a>	FIX HILLS CAR WASH	6540 S SEPULVEDA BL	CA HIST UST	Higher	108, 0.020, SE
<a href="#">B21</a>	HOWARD HUGHES PROP L	6540 SEPULVEDA BLVD	CA LUST, CA HIST CORTESE	Higher	108, 0.020, SE
<a href="#">B22</a>	CURRENT OCCUPANT	6540 S SEPULVEDA BLV	CA SWEEPS UST, CA FID UST	Higher	108, 0.020, SE
<a href="#">B23</a>	GRUSKIN H ENTERPRISE	6540 S SEPULVEDA BLV	EDR Hist Auto	Higher	108, 0.020, SE
<a href="#">B24</a>	HOWARD HUGHES PROP L	6540 SEPULVEDA BLVD	CA LUST, CA Cortese, CA CERS	Higher	108, 0.020, SE
<a href="#">A25</a>	ALLIED ENVIRONMENTAL	6300 ARIZONA CIR	CA SWEEPS UST, CA FID UST	Higher	108, 0.020, West
<a href="#">C26</a>	CHARTER COMMUNICATIO	6305 ARIZONA PL	RCRA NonGen / NLR	Higher	141, 0.027, SW
<a href="#">C27</a>	CA-852_WAREHOUSE_CHA	6305 ARIZONA PLACE	CA HAZMAT, CA CERS	Higher	141, 0.027, SW
<a href="#">D28</a>	PACIFICA PLAZA OFFIC	6101 CENTINELA AVE	CA SWEEPS UST	Higher	173, 0.033, NE
<a href="#">D29</a>	GRUSKIN H ENTERPRISE	6540 SEPULVEDA BLVD	EDR Hist Auto	Higher	201, 0.038, NE
<a href="#">B30</a>	HOWARD HUGHES PROPER	6601 CENTER DR W	CA UST	Lower	227, 0.043, ESE
<a href="#">B31</a>	HOWARD HUGHES PROPER	6601 CENTER DR	CA SWEEPS UST, CA CERS TANKS, CA HAZMAT, CA CERS	Lower	227, 0.043, ESE
<a href="#">C32</a>	CHARTER COMMUNICATIO	6320 ARIZONA CIR	RCRA NonGen / NLR	Higher	253, 0.048, West
<a href="#">E33</a>	PACIFIC PLAZA OFFICE	6101 WEST CENTINELA	CA HIST UST	Higher	254, 0.048, North
<a href="#">E34</a>	PACIFICA PLAZA OFFIC	6101 W CENTINELA AVE	CA HIST UST, CA LOS ANGELES CO. HMS, CA CERS	Higher	254, 0.048, North
<a href="#">E35</a>	LINCOLN AUTO CENTER	6101 W CENTINELA AVE	EDR Hist Auto	Higher	254, 0.048, North
<a href="#">C36</a>	CHARTER COMMUNICATIO	6314 W ARIZONA PL	CA HAZMAT	Higher	324, 0.061, SW
<a href="#">C37</a>	CHARTER COMMUNICATIO	6314 ARIZONA PLACE	RCRA NonGen / NLR	Higher	324, 0.061, SW
<a href="#">C38</a>	VOLT PUBLICATIONS &	6315 ARIZONA PLACE	RCRA-SQG, FINDS, ECHO	Higher	335, 0.063, WSW
<a href="#">C39</a>	METAGREEN INC	6315 ARIZONA PLACE	RCRA NonGen / NLR	Higher	335, 0.063, WSW

# MAPPED SITES SUMMARY

Target Property Address:  
6501, 6521 S SEPULVEDA & 6520 ARIZONA AVE  
LOS ANGELES, CA 90045

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
<a href="#">F40</a>	HANOVER RS CONSTRUCT	6711 S SEPULVEDA BLV	RCRA NonGen / NLR	Higher	404, 0.077, South
<a href="#">G41</a>	D'ANDREA GRAPHICS CO	6341 ARIZONA CIR	RCRA NonGen / NLR	Higher	505, 0.096, WNW
<a href="#">G42</a>	D'ANDREA GRAPHICS CO	6341 ARIZONA CIR	CA HIST UST, CA HAZNET, CA HWTS	Higher	505, 0.096, WNW
<a href="#">G43</a>	BURTON PLATING CO/C	6341 W ARIZONA CIR	CA HAZMAT	Higher	505, 0.096, WNW
<a href="#">G44</a>	BURTON PLATING INC	6341 ARIZONA CIR	SEMS-ARCHIVE, RCRA-SQG, CA CPS-SLIC, CA SWEEPS...	Higher	505, 0.096, WNW
<a href="#">H45</a>	TRIZEC WEST LA TOWER	6701 CENTER DR	CA CERS TANKS, CA HAZNET, CA HAZMAT, CA CERS, CA...	Higher	508, 0.096, SE
<a href="#">H46</a>	PRUDENTIAL INSURANCE	6701 CENTER DR W	CA UST	Higher	508, 0.096, SE
<a href="#">H47</a>	BRE HH PROPERTY OWNE	6701 CENTER DRIVE WE	RCRA NonGen / NLR	Higher	508, 0.096, SE
<a href="#">I48</a>	LEONARDS INTERNATION	6161 WEST CENTINELA	EDR Hist Auto	Lower	519, 0.098, NW
<a href="#">I49</a>	ENTRADA OFFICE HOLDI	6161 W CENTINELA AVE	RCRA NonGen / NLR	Lower	519, 0.098, NW
<a href="#">I50</a>	CRP CENTINELA LP DBA	6161 W CENTINELA AVE	CA CERS HAZ WASTE, CA HAZNET, CA CERS, CA HWTS	Lower	519, 0.098, NW
<a href="#">I51</a>	WOODBINE LEGACY/PLAY	6161 W CENTINELA AVE	RCRA NonGen / NLR	Lower	519, 0.098, NW
<a href="#">52</a>	MCDONNEL DOUGLAS HEL	6775 CENTINELA AVE	CA SWEEPS UST	Higher	550, 0.104, East
<a href="#">F53</a>	AT&T MOBILITY - SEPU	6733 S SEPULVEDA	CA HAZMAT	Higher	564, 0.107, South
<a href="#">J54</a>	AT & T BROADBAND	6334 W ARIZONA PL	CA HAZMAT	Higher	565, 0.107, SW
<a href="#">J55</a>	HAUASU MARINA CORPOR	6334 ARIZONA PLACE	EDR Hist Auto	Higher	565, 0.107, SW
<a href="#">G56</a>	TIME WARNER CABLE	6357 W ARIZONA CIR	CA HAZMAT	Higher	679, 0.129, West
<a href="#">G57</a>		6365 ARIZONA CIR	CA UST	Higher	719, 0.136, West
<a href="#">G58</a>	PHASECOM CORPORATION	6365 ARIZONA CIR	CA SWEEPS UST, CA FID UST	Higher	719, 0.136, West
<a href="#">K59</a>	SCARROTT METALLURGIC	6371 W ARIZONA CIR	CA HAZMAT	Higher	721, 0.137, West
<a href="#">K60</a>	SCARROT METALLURGICA	6371 ARIZONA CIR	CA CERS HAZ WASTE, CA HAZNET, CA NPDES, CA CIWQS,...	Higher	721, 0.137, West
<a href="#">L61</a>	RAMADA HOTEL	6333 BRISTOL PKWY	CA LUST, CA CDL, CA CHMIRS, CA Cortese, CA HIST...	Higher	821, 0.155, ENE
<a href="#">M62</a>	BROGLEN HOTEL CORP D	6100 SEPULVEDA BLVD	RCRA NonGen / NLR	Higher	847, 0.160, NNE
<a href="#">M63</a>	CIRCLE K STORES INC.	6100 S SEPULVEDA BLV	CA UST	Higher	847, 0.160, NNE
<a href="#">M64</a>	SOO CHUL RAH	6100 SEPULVEDA BLVD	CA HIST UST	Higher	847, 0.160, NNE
<a href="#">M65</a>	MOBIL OIL CORP. S.S.	6100 SEPULVEDA BLVD	CA LUST, CA Cortese, CA CERS	Higher	847, 0.160, NNE
<a href="#">M66</a>	EXXONMOBIL OIL CORP.	6100 SEPULVEDA BLVD	RCRA-SQG	Higher	847, 0.160, NNE
<a href="#">M67</a>	EXXONMOBIL OIL CORPO	6100 SEPULVEDA BLVD	RCRA-SQG	Higher	847, 0.160, NNE
<a href="#">M68</a>	CIRCLE K STORE #2211	6100 SEPULVEDA BLVD	RCRA NonGen / NLR	Higher	847, 0.160, NNE
<a href="#">M69</a>	MOBIL OIL SERVICE ST	6100 SEPULVEDA BLVD	CA CERS HAZ WASTE, CA SWEEPS UST, CA FID UST, CA...	Higher	847, 0.160, NNE
<a href="#">M70</a>	EXXONMOBIL OIL CORPO	6100 SEPULVEDA BLVD	CA CERS HAZ WASTE, CA HAZNET, CA CERS, CA HWTS	Higher	847, 0.160, NNE
<a href="#">M71</a>	MOBIL OIL CORP S/S #	6100 SEPULVEDA BLVD	CA UST	Higher	847, 0.160, NNE
<a href="#">L72</a>	CHP FACILITY	6300 BRISTOL PARKWAY	CA CERS HAZ WASTE, CA SWEEPS UST, CA FID UST, CA...	Higher	890, 0.169, East
<a href="#">L73</a>	CALIFORNIA HIGHWAY P	6300 BRISTOL PKY	CA UST	Higher	890, 0.169, East
<a href="#">L74</a>	CALIFORNIA HIGHWAY P	6300 BRISTOL PKWY	RCRA NonGen / NLR	Higher	890, 0.169, East
<a href="#">N75</a>	PLATINUM CARE LA	6801 PARK TERRACE DR	RCRA NonGen / NLR	Higher	1006, 0.191, SE
<a href="#">N76</a>	KERLAN JOBE ORTHOPAE	6801 PARK TERRACE DR	RCRA NonGen / NLR	Higher	1006, 0.191, SE
<a href="#">L77</a>	CVS PHARMACY #9573	6299 BRISTOL PKWY	CA CERS HAZ WASTE	Higher	1021, 0.193, ENE
<a href="#">L78</a>	CVS PHARMACY # 9573	6299 SOUTH BRISTOL P	RCRA-LQG	Higher	1021, 0.193, ENE

# MAPPED SITES SUMMARY

Target Property Address:  
6501, 6521 S SEPULVEDA & 6520 ARIZONA AVE  
LOS ANGELES, CA 90045

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
O79		6911 SEPULVEDA BLVD	CA UST	Higher	1041, 0.197, South
O80	CITY OF LOS ANGELES	6911 SEPULVEDA BLVD	CA SWEEPS UST	Higher	1041, 0.197, South
O81	CITY OF LOS ANGELES	6911 SEPULVEDA BLVD	CA SWEEPS UST	Higher	1041, 0.197, South
82	JOHN BAILEY	6334 RIGGS PLACE	RCRA NonGen / NLR	Higher	1045, 0.198, SSW
P83	MCDONALD DOUGLAS	6775 CENTINELA AVE.	CA HIST UST, CA Notify 65	Lower	1128, 0.214, NW
P84	MCDONNELL DOUGLAS HE	6775 CENTINELA AVENU	CA ENVIROSTOR	Lower	1128, 0.214, NW
P85	GRANDIN ROAD PRODUCT	6775 CENTINELA AVE B	RCRA-SQG, FINDS, ECHO	Lower	1128, 0.214, NW
P86	MCDONNELL DOUGLAS HE	6775 CENTINELA AVE	CA LUST, CA CPS-SLIC, CA Cortese, CA CERS	Lower	1128, 0.214, NW
P87	MCDONNELL DOUGLAS CO	6775 CENTINELA AVE	CA SWEEPS UST, CA FID UST	Lower	1128, 0.214, NW
P88	MCDONNELL DOUGLAS HE	6775 CENTINELA	CA LUST, CA HIST CORTESE, CA WDR, CA CERS	Lower	1128, 0.214, NW
P89	MCDONNELL DOUGLAS HE	6775 CENTINELA AVE M	NY MANIFEST	Lower	1128, 0.214, NW
P90	HUGHES HELICOPTERS	6775 CENTINELA AVE	CA LUST	Lower	1128, 0.214, NW
P91	HUGHES HELICOPTERS I	CENTINELA AVE & TEAL	SEMS-ARCHIVE, RCRA NonGen / NLR	Lower	1128, 0.214, NW
P92	I SPY	6775 CENTINELA AVE B	RCRA NonGen / NLR	Lower	1128, 0.214, NW
Q93	ROGER FEATHERSTON	6449 RIGGS PL	RCRA NonGen / NLR	Higher	1147, 0.217, WSW
R94	MARSHALLS 0292	6221 BRISTOL PKWY	RCRA NonGen / NLR	Higher	1176, 0.223, NE
R95	MARSHALLS 0292	6221 BRISTOL PKWY	CA CERS HAZ WASTE, CA HAZNET, CA HWTS	Higher	1176, 0.223, NE
S96	PHOTO FAST	6247 BRISTOL PKWY	RCRA-SQG, FINDS, ECHO, CA HAZNET, CA LOS ANGELES...	Higher	1186, 0.225, ENE
97	EXPRESSLY PORTRAITS	248 FOX HILLS MALL U	RCRA-SQG, FINDS, ECHO	Higher	1251, 0.237, North
Q98	GUY KEEFER	6436 RIGGS PLACE	RCRA NonGen / NLR	Higher	1262, 0.239, WSW
S99	FOX HILLS PLAZA CLEA	6223 BRISTOL PKWY	RCRA NonGen / NLR	Higher	1270, 0.241, NE
S100	FOX HILLS DRY CLEANE	6223 BRISTOL PKY	CA DRYCLEANERS	Higher	1270, 0.241, NE
S101	FOX HILL DRY CLEANER	6223 BRISTOL PKWY	CA CERS HAZ WASTE, CA DRYCLEANERS, CA EMI	Higher	1270, 0.241, NE
S102	FOX HILL DRY CLEANER	6223 BRISTOL PKY	CA DRYCLEANERS	Higher	1270, 0.241, NE
S103	FOX HILL PLAZA CLEAN	6223 BRISTOL PKY	CA DRYCLEANERS	Higher	1270, 0.241, NE
S104	FOX HILLS PLAZA CLEA	6223 BRISTOL PKY	CA DRYCLEANERS	Higher	1270, 0.241, NE
T105	UNOCAL #6986 (FORMER	5752 MESMER AVE	CA LUST	Lower	1573, 0.298, NW
T106	UNOCAL #6986 (FORMER	5752 MESMER AVE	CA LUST, CA Cortese, CA CERS	Lower	1573, 0.298, NW
107	REFUSE TRANSFER POIN	6008 SOUTH SEPULVEDA	CA SWF/LF, CA CERS	Lower	1733, 0.328, North
108	HILLSIDE MEMORIAL PA	6001 CENTINELA	CA LUST, CA Cortese, CA ENF, CA HIST CORTESE, CA...	Lower	1746, 0.331, NW
U109	TREWAX CO	5631 MESMER AVE	SEMS-ARCHIVE, RCRA-SQG, CA ENVIROSTOR, CA HIST...	Lower	2072, 0.392, NW
V110	RAYTHEON SYSTEMS CO	CENTINELA AND TEALE	RCRA-TSDF, RCRA-SQG, CA ENVIROSTOR, CA HIST UST	Lower	2080, 0.394, WNW
111	IDEAL METAL SITE	5620 SELMARINE DR	CA LUST, CA Cortese, CA HIST CORTESE, CA LOS...	Higher	2200, 0.417, North
V112	HUGHES AIRCRAFT COMP	CENTINELA AND TEALE	CA HWP	Lower	2209, 0.418, WNW
V113	HUGHES AIRCRAFT COMP	CENTINELA AND TEALE	CA ENVIROSTOR, CA CERS	Lower	2216, 0.420, WNW
V114	HUGHES HELICOPTERS,	CENTINELA AVENUE AND	CA BOND EXP. PLAN	Lower	2235, 0.423, WNW
U115	CVS WOODWORKING	5615 MESMER AVENUE	CA CPS-SLIC, CA CERS	Lower	2308, 0.437, NW
116	11910-11912 JEFFERSO	11910-11912 JEFFERSO	CA CPS-SLIC, CA CERS	Lower	2534, 0.480, NW
W117	92916	5975 CENTINELA AVE	CA LUST, CA HIST UST, CA HIST CORTESE	Higher	2554, 0.484, ESE

# MAPPED SITES SUMMARY

Target Property Address:

6501, 6521 S SEPULVEDA & 6520 ARIZONA AVE  
LOS ANGELES, CA 90045

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
<a href="#">W118</a>	CHEVRON STATION 9 29	5975 CENTINELA AVE	RCRA-SQG, CA LUST, CA Cortese, CA CERS	Higher	2554, 0.484, ESE
<a href="#">X119</a>	ARCO #0073	6300 SLAUSON AVE	CA LUST, CA Cortese, CA HIST CORTESE, CA CERS	Higher	2597, 0.492, North
<a href="#">X120</a>	ARCO PRODUCTS #00073	6300 SLAUSON AVE W	CA LUST, CA Cortese, CA CERS	Higher	2597, 0.492, North
<a href="#">W121</a>	CHEVRON #9-2916	5975 CENTINELA AVE.	CA LUST, CA Cortese, CA CERS	Higher	2630, 0.498, ESE
<a href="#">122</a>	FIRESTONE STORE	6150 W SLAUSON AVE	CA LUST, CA SWEEPS UST, CA Cortese, CA HIST...	Lower	2638, 0.500, NNE
<a href="#">123</a>	KITE SITE	BOUNDED BY SEPULVEDA	CA ENVIROSTOR, CA VCP	Lower	3052, 0.578, North
<a href="#">Y124</a>	HH AIRCRAFT MFG CORP		CA ENVIROSTOR	Lower	3791, 0.718, West
<a href="#">Y125</a>	HOWARD HUGHES AIRCRA		FUDS	Lower	3801, 0.720, West
<a href="#">126</a>	FOUNTAINVIEW AT GOND	SOUTHEAST CORNER, JE	CA ENVIROSTOR	Lower	5101, 0.966, West

## 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
ONE HOUR MARTINIZING 6511 SEPULVEDA 1/2 B LOS ANGELES, CA 90045	CA DRYCLEANERS Database: DRYCLEAN SOUTH COAST, Date of Government Version: 08/19/2020	N/A
ONE HOUR MARTINIZING 6511 1/2 SEPULVEDA B LOS ANGELES, CA 90045	CA EMI Facility Id: 44447	N/A
EJS CO., LLC. 8521 S SEPULVEDA BLV LOS ANGELES, CA 90045	CA HAZNET GEPAID: CAC002853562 CA HWTS	N/A
ONE HOUR MARTINIZING 6511 1/2 SEPULVEDA B WESTCHESTER, CA 90045	CA HWTS	N/A
DINAHS FAMILY RESTUR 6521 S SEPULVEDA BLV LOS ANGELES, CA 90045	CA HAZNET GEPAID: CAC002591797 CA HWTS	N/A
MILLER DAVID 28521/2 S SUNSET BLV LOS ANGELES, CA	EDR Hist Cleaner	N/A
LUCKY CLEANER 6511 S SEPULVEDA BLV LOS ANGELES, CA 90045	EDR Hist Cleaner	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

#### ***Federal NPL site list***

NPL..... National Priority List



## EXECUTIVE SUMMARY

Proposed NPL..... Proposed National Priority List Sites  
NPL LIENS..... Federal Superfund Liens

### ***Federal Delisted NPL site list***

Delisted NPL..... National Priority List Deletions

### ***Federal CERCLIS list***

FEDERAL FACILITY..... Federal Facility Site Information listing  
SEMS..... Superfund Enterprise Management System

### ***Federal RCRA CORRACTS facilities list***

CORRACTS..... Corrective Action Report

### ***Federal RCRA generators list***

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

### ***State- and tribal - equivalent NPL***

CA RESPONSE..... State Response Sites

### ***State and tribal leaking storage tank lists***

INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land

### ***State and tribal registered storage tank lists***

FEMA UST..... Underground Storage Tank Listing  
CA AST..... Aboveground Petroleum Storage Tank Facilities  
INDIAN UST..... Underground Storage Tanks on Indian Land

### ***State and tribal voluntary cleanup sites***

INDIAN VCP..... Voluntary Cleanup Priority Listing

### ***State and tribal Brownfields sites***

CA BROWNFIELDS..... Considered Brownfields Sites Listing

## **ADDITIONAL ENVIRONMENTAL RECORDS**

### ***Local Brownfield lists***

US BROWNFIELDS..... A Listing of Brownfields Sites

## EXECUTIVE SUMMARY

### ***Local Lists of Landfill / Solid Waste Disposal Sites***

CA WMUDS/SWAT.....	Waste Management Unit Database
CA SWRCY.....	Recycler Database
CA 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

### ***Local Lists of Hazardous waste / Contaminated Sites***

CA AOCONCERN.....	Key Areas of Concerns in Los Angeles County
US HIST CDL.....	Delisted National Clandestine Laboratory Register
CA HIST Cal-Sites.....	Historical Calsites Database
CA SCH.....	School Property Evaluation Program
CA Toxic Pits.....	Toxic Pits Cleanup Act Sites
US CDL.....	National Clandestine Laboratory Register
CA PFAS.....	PFAS Contamination Site Location Listing

### ***Local Land Records***

CA LIENS.....	Environmental Liens Listing
LIENS 2.....	CERCLA Lien Information
CA DEED.....	Deed Restriction Listing

### ***Records of Emergency Release Reports***

HMIRS.....	Hazardous Materials Information Reporting System
CA LDS.....	Land Disposal Sites Listing
CA MCS.....	Military Cleanup Sites Listing
CA SPILLS 90.....	SPILLS 90 data from FirstSearch

### ***Other Ascertainable Records***

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

## EXECUTIVE SUMMARY

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
DOCKET HWC.....	Hazardous Waste Compliance Docket Listing
UXO.....	Unexploded Ordnance Sites
FUELS PROGRAM.....	EPA Fuels Program Registered Listing
CA CUPA Listings.....	CUPA Resources List
CA Financial Assurance.....	Financial Assurance Information Listing
CA ICE.....	ICE
CA HWT.....	Registered Hazardous Waste Transporter Database
CA MINES.....	Mines Site Location Listing
CA MWMP.....	Medical Waste Management Program Listing
CA PEST LIC.....	Pesticide Regulation Licenses Listing
CA PROC.....	Certified Processors Database
LA Co. Site Mitigation.....	Site Mitigation List
CA UIC.....	UIC Listing
CA UIC GEO.....	UIC GEO (GEOTRACKER)
CA WASTEWATER PITS.....	Oil Wastewater Pits Listing
CA WDS.....	Waste Discharge System
CA WIP.....	Well Investigation Program Case List
CA MILITARY PRIV SITES.....	MILITARY PRIV SITES (GEOTRACKER)
CA PROJECT.....	PROJECT (GEOTRACKER)
CA NON-CASE INFO.....	NON-CASE INFO (GEOTRACKER)
CA OTHER OIL GAS.....	OTHER OIL & GAS (GEOTRACKER)
CA PROD WATER PONDS.....	PROD WATER PONDS (GEOTRACKER)
CA SAMPLING POINT.....	SAMPLING POINT (GEOTRACKER)
CA WELL STIM PROJ.....	Well Stimulation Project (GEOTRACKER)
CA LOS ANGELES CO LF MENDOCINO.....	Oil and Gas Producing Landfills
MINES MRDS.....	Mineral Resources Data System

### EDR HIGH RISK HISTORICAL RECORDS

#### ***EDR Exclusive Records***

EDR MGP..... EDR Proprietary Manufactured Gas Plants

### EDR RECOVERED GOVERNMENT ARCHIVES

#### ***Exclusive Recovered Govt. Archives***

CA RGA LF..... Recovered Government Archive Solid Waste Facilities List  
 CA RGA LUST..... Recovered Government Archive Leaking Underground Storage Tank

### SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

## EXECUTIVE SUMMARY

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

### **STANDARD ENVIRONMENTAL RECORDS**

#### ***Federal CERCLIS NFRAP site list***

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 07/29/2020 has revealed that there are 3 SEMS-ARCHIVE sites within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b><i>BURTON PLATING INC</i></b> Site ID: 0901504 EPA Id: CAD063826663	<b><i>6341 ARIZONA CIR</i></b>	<b><i>WNW 0 - 1/8 (0.096 mi.)</i></b>	<b><i>G44</i></b>	<b><i>107</i></b>
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b><i>HUGHES HELICOPTERS I</i></b> Site ID: 0901316 EPA Id: CAD040360745	<b><i>CENTINELA AVE &amp; TEAL</i></b>	<b><i>NW 1/8 - 1/4 (0.214 mi.)</i></b>	<b><i>P91</i></b>	<b><i>269</i></b>
<b><i>TREWAX CO</i></b> Site ID: 0900990 EPA Id: CAD008242240	<b><i>5631 MESMER AVE</i></b>	<b><i>NW 1/4 - 1/2 (0.392 mi.)</i></b>	<b><i>U109</i></b>	<b><i>322</i></b>

#### ***Federal RCRA non-CORRACTS TSD facilities list***

RCRA-TSDF: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

A review of the RCRA-TSDF list, as provided by EDR, and dated 03/23/2020 has revealed that there is 1

## EXECUTIVE SUMMARY

RCRA-TSDF site within approximately 0.5 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>RAYTHEON SYSTEMS CO</b> EPA ID:: CAD008286221	<b>CENTINELA AND TEALE</b>	<b>WNW 1/4 - 1/2 (0.394 mi.)</b>	<b>V110</b>	<b>327</b>

### ***Federal RCRA generators list***

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 03/23/2020 has revealed that there is 1 RCRA-LQG site within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>CVS PHARMACY # 9573</b> EPA ID:: CAR000237164	<b>6299 SOUTH BRISTOL P</b>	<b>ENE 1/8 - 1/4 (0.193 mi.)</b>	<b>L78</b>	<b>246</b>

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 03/23/2020 has revealed that there are 9 RCRA-SQG sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>VOLT PUBLICATIONS &amp;</b> EPA ID:: CAD982478174	<b>6315 ARIZONA PLACE</b>	<b>WSW 0 - 1/8 (0.063 mi.)</b>	<b>C38</b>	<b>59</b>
<b>BURTON PLATING INC</b> EPA ID:: CAD063826663	<b>6341 ARIZONA CIR</b>	<b>WNW 0 - 1/8 (0.096 mi.)</b>	<b>G44</b>	<b>107</b>
<b>EXXONMOBIL OIL CORP.</b> EPA ID:: CAL000056270	<b>6100 SEPULVEDA BLVD</b>	<b>NNE 1/8 - 1/4 (0.160 mi.)</b>	<b>M66</b>	<b>199</b>
<b>EXXONMOBIL OIL CORPO</b> EPA ID:: CAR000166579	<b>6100 SEPULVEDA BLVD</b>	<b>NNE 1/8 - 1/4 (0.160 mi.)</b>	<b>M67</b>	<b>200</b>
<b>PHOTO FAST</b> EPA ID:: CAD982338048	<b>6247 BRISTOL PKWY</b>	<b>ENE 1/8 - 1/4 (0.225 mi.)</b>	<b>S96</b>	<b>288</b>
<b>EXPRESSLY PORTRAITS</b> EPA ID:: CAD983666645	<b>248 FOX HILLS MALL U</b>	<b>N 1/8 - 1/4 (0.237 mi.)</b>	<b>97</b>	<b>298</b>
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>LA PUMPING PLANT 57</b>	<b>6102 CENTINELA AVE</b>	<b>NE 0 - 1/8 (0.009 mi.)</b>	<b>A9</b>	<b>13</b>

## EXECUTIVE SUMMARY

EPA ID:: CAD981986920				
SOUTHERN CALIFORNIA	6100 W CENTINELA AVE	NE 0 - 1/8 (0.009 mi.)	A10	15
EPA ID:: CAR000208538				
<b>GRANDIN ROAD PRODUCT</b>	<b>6775 CENTINELA AVE B</b>	<b>NW 1/8 - 1/4 (0.214 mi.)</b>	<b>P85</b>	<b>258</b>
EPA ID:: CAR000006833				

### State- and tribal - equivalent CERCLIS

CA ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the CA ENVIROSTOR list, as provided by EDR, and dated 04/27/2020 has revealed that there are 7 CA ENVIROSTOR sites within approximately 1 mile of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
MCDONNELL DOUGLAS HE Facility Id: 71002364 Status: No Action Required	6775 CENTINELA AVENUE	NW 1/8 - 1/4 (0.214 mi.)	P84	257
<b>TREWAX CO</b> Facility Id: 19280966 Status: Refer: Other Agency	<b>5631 MESMER AVE</b>	<b>NW 1/4 - 1/2 (0.392 mi.)</b>	<b>U109</b>	<b>322</b>
<b>RAYTHEON SYSTEMS CO</b> Facility Id: 19370259 Status: Refer: RWQCB	<b>CENTINELA AND TEALE</b>	<b>WNW 1/4 - 1/2 (0.394 mi.)</b>	<b>V110</b>	<b>327</b>
<b>HUGHES AIRCRAFT COMP</b> Facility Id: 80001544 Status: Inactive - Needs Evaluation	<b>CENTINELA AND TEALE</b>	<b>WNW 1/4 - 1/2 (0.420 mi.)</b>	<b>V113</b>	<b>342</b>
<b>KITE SITE</b> Facility Id: 19390042 Status: Inactive - Action Required	<b>BOUNDED BY SEPULVEDA</b>	<b>N 1/2 - 1 (0.578 mi.)</b>	<b>123</b>	<b>371</b>
HH AIRCRAFT MFG CORP Facility Id: 80000840 Status: Inactive - Needs Evaluation		W 1/2 - 1 (0.718 mi.)	Y124	377
FOUNTAINVIEW AT GOND Facility Id: 60002019 Status: No Action Required	SOUTHEAST CORNER, JE	W 1/2 - 1 (0.966 mi.)	126	378

## EXECUTIVE SUMMARY

### State and tribal landfill and/or solid waste disposal site lists

CA SWF/LF: The Solid Waste Facilities/Landfill Sites records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. The data come from the Integrated Waste Management Board's Solid Waste Information System (SWIS) database.

A review of the CA SWF/LF list, as provided by EDR, has revealed that there is 1 CA SWF/LF site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
<b>REFUSE TRANSFER POIN</b>	<b>6008 SOUTH SEPULVEDA</b>	<b>N 1/4 - 1/2 (0.328 mi.)</b>	<b>107</b>	<b>311</b>
Database: SWF/LF (SWIS), Date of Government Version: 05/11/2020				
Database: LOS ANGELES CO. LF, Date of Government Version: 04/13/2020				
Facility ID: 19-AA-5254				
Site ID: 2221				
Status: Closed				
Operational Status: Closed				
Regulation Status: Unpermitted				

### State and tribal leaking storage tank lists

CA LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the CA LUST list, as provided by EDR, has revealed that there are 19 CA LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
<b>H &amp; H PROPERTY</b>	<b>6530 SEPULVEDA</b>	<b>SE 0 - 1/8 (0.019 mi.)</b>	<b>B14</b>	<b>19</b>
Database: LUST, Date of Government Version: 06/08/2020				
Status: Completed - Case Closed				
Global Id: T0603701059				
<b>H &amp; H PROPERTY</b>	<b>6530 SEPULVEDA BLVD</b>	<b>SE 0 - 1/8 (0.019 mi.)</b>	<b>B16</b>	<b>22</b>
Database: LUST REG 4, Date of Government Version: 09/07/2004				
Facility Id: 900450361				
Status: Case Closed				
Global ID: T0603701059				
<b>HOWARD HUGHES PROP L</b>	<b>6540 SEPULVEDA BLVD</b>	<b>SE 0 - 1/8 (0.020 mi.)</b>	<b>B21</b>	<b>27</b>
Database: LUST, Date of Government Version: 06/08/2020				
Status: Completed - Case Closed				
Global Id: T0603701036				
<b>HOWARD HUGHES PROP L</b>	<b>6540 SEPULVEDA BLVD</b>	<b>SE 0 - 1/8 (0.020 mi.)</b>	<b>B24</b>	<b>30</b>
Database: LUST REG 4, Date of Government Version: 09/07/2004				
Facility Id: 900450107				
Status: Case Closed				
Global ID: T0603701036				
<b>RAMADA HOTEL</b>	<b>6333 BRISTOL PKWY</b>	<b>ENE 1/8 - 1/4 (0.155 mi.)</b>	<b>L61</b>	<b>175</b>
Database: LUST REG 4, Date of Government Version: 09/07/2004				
Database: LUST, Date of Government Version: 06/08/2020				



## EXECUTIVE SUMMARY

Global ID: T0603704367

183

Global ID: T0603704754

337

Global ID: T0603701250

346

Global Id: T0603703285

348

350

Global ID: T0603704753

353

Global Id: T10000003269

356

Global ID: T0603711844

Page

259

Database: LUST REG 4, Date of Government Version: 09/07/2004

## EXECUTIVE SUMMARY

Facility Id: 902300107  
Status: Case Closed  
Global ID: T0603701254

<b>MCDONNELL DOUGLAS HE</b>	<b>6775 CENTINELA</b>	<b>NW 1/8 - 1/4 (0.214 mi.)</b>	<b>P88</b>	<b>264</b>
Database: LUST, Date of Government Version: 06/08/2020				
Status: Completed - Case Closed				
Global Id: T0603701254				
<b>HUGHES HELICOPTERS</b>	<b>6775 CENTINELA AVE</b>	<b>NW 1/8 - 1/4 (0.214 mi.)</b>	<b>P90</b>	<b>268</b>
Database: LUST REG 4, Date of Government Version: 09/07/2004				
Facility Id: 902300043				
Status: Remedial action (cleanup) Underway				
Global ID: T0603701249				
<b>UNOCAL #6986 (FORMER)</b>	<b>5752 MESMER AVE</b>	<b>NW 1/4 - 1/2 (0.298 mi.)</b>	<b>T105</b>	<b>308</b>
Database: LUST, Date of Government Version: 06/08/2020				
Status: Completed - Case Closed				
Global Id: T0603701256				
<b>UNOCAL #6986 (FORMER)</b>	<b>5752 MESMER AVE</b>	<b>NW 1/4 - 1/2 (0.298 mi.)</b>	<b>T106</b>	<b>309</b>
Database: LUST REG 4, Date of Government Version: 09/07/2004				
Facility Id: 902300125				
Status: Case Closed				
Global ID: T0603701256				
<b>HILLSIDE MEMORIAL PA</b>	<b>6001 CENTINELA</b>	<b>NW 1/4 - 1/2 (0.331 mi.)</b>	<b>108</b>	<b>313</b>
Database: LUST REG 4, Date of Government Version: 09/07/2004				
Database: LUST, Date of Government Version: 06/08/2020				
Status: Completed - Case Closed				
Facility Id: I-05822				
Status: Case Closed				
Global Id: T0603703111				
Global ID: T0603703111				
<b>FIRESTONE STORE</b>	<b>6150 W SLAUSON AVE</b>	<b>NNE 1/4 - 1/2 (0.500 mi.)</b>	<b>122</b>	<b>367</b>
Database: LUST REG 4, Date of Government Version: 09/07/2004				
Database: LUST, Date of Government Version: 06/08/2020				
Status: Completed - Case Closed				
Facility Id: I-12377				
Status: Case Closed				
Global Id: T0603703966				
Global ID: T0603703966				

CA CPS-SLIC: Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the CA CPS-SLIC list, as provided by EDR, has revealed that there are 4 CA CPS-SLIC sites within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>BURTON PLATING INC</b>	<b>6341 ARIZONA CIR</b>	<b>WNW 0 - 1/8 (0.096 mi.)</b>	<b>G44</b>	<b>107</b>
Database: SLIC REG 4, Date of Government Version: 11/17/2004				
Database: CPS-SLIC, Date of Government Version: 06/08/2020				
Facility Status: Open - Remediation				

## EXECUTIVE SUMMARY

Facility Status: Remediation  
Global Id: SL2046T1656

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>MCDONNELL DOUGLAS HE</b> Database: CPS-SLIC, Date of Government Version: 06/08/2020 Facility Status: Open - Remediation Global Id: SL2043W1573	<b>6775 CENTINELA AVE</b>	<b>NW 1/8 - 1/4 (0.214 mi.)</b>	<b>P86</b>	<b>259</b>
<b>CVS WOODWORKING</b> Database: CPS-SLIC, Date of Government Version: 06/08/2020 Facility Status: Open - Inactive Global Id: T10000004823	<b>5615 MESMER AVENUE</b>	<b>NW 1/4 - 1/2 (0.437 mi.)</b>	<b>U115</b>	<b>344</b>
<b>11910-11912 JEFFERSO</b> Database: CPS-SLIC, Date of Government Version: 06/08/2020 Facility Status: Open - Site Assessment Global Id: T10000008918	<b>11910-11912 JEFFERSO</b>	<b>NW 1/4 - 1/2 (0.480 mi.)</b>	<b>116</b>	<b>345</b>

### State and tribal registered storage tank lists

CA UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the CA UST list, as provided by EDR, has revealed that there are 7 CA UST sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>PRUDENTIAL INSURANCE</b> Database: UST, Date of Government Version: 06/08/2020 Database: LOS ANGELES UST, Date of Government Version: 06/01/2019 Facility Id: FA0020677 Facility Id: 25470	<b>6701 CENTER DR W</b>	<b>SE 0 - 1/8 (0.096 mi.)</b>	<b>H46</b>	<b>132</b>
<b>Not reported</b> Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	<b>6365 ARIZONA CIR</b>	<b>W 1/8 - 1/4 (0.136 mi.)</b>	<b>G57</b>	<b>142</b>
<b>CIRCLE K STORES INC.</b> Database: UST, Date of Government Version: 06/08/2020 Facility Id: LACoFA0024358	<b>6100 S SEPULVEDA BLV</b>	<b>NNE 1/8 - 1/4 (0.160 mi.)</b>	<b>M63</b>	<b>182</b>
<b>MOBIL OIL CORP S/S #</b> Database: UST, Date of Government Version: 06/08/2020 Facility Id: 7139	<b>6100 SEPULVEDA BLVD</b>	<b>NNE 1/8 - 1/4 (0.160 mi.)</b>	<b>M71</b>	<b>232</b>
<b>CALIFORNIA HIGHWAY P</b> Database: UST, Date of Government Version: 06/08/2020 Facility Id: 16269	<b>6300 BRISTOL PKY</b>	<b>E 1/8 - 1/4 (0.169 mi.)</b>	<b>L73</b>	<b>236</b>
<b>Not reported</b> Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	<b>6911 SEPULVEDA BLVD</b>	<b>S 1/8 - 1/4 (0.197 mi.)</b>	<b>O79</b>	<b>251</b>
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>HOWARD HUGHES PROPER</b> Database: UST, Date of Government Version: 06/08/2020 Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	<b>6601 CENTER DR W</b>	<b>ESE 0 - 1/8 (0.043 mi.)</b>	<b>B30</b>	<b>37</b>

## EXECUTIVE SUMMARY

Facility Id: FA0033473  
Facility Id: 24099

### ADDITIONAL ENVIRONMENTAL RECORDS

#### Local Lists of Hazardous waste / Contaminated Sites

CA CERS HAZ WASTE: List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

A review of the CA CERS HAZ WASTE list, as provided by EDR, and dated 04/20/2020 has revealed that there are 8 CA CERS HAZ WASTE sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
<b>SCARROT METALLURGICA</b>	<b>6371 ARIZONA CIR</b>	<b>W 1/8 - 1/4 (0.137 mi.)</b>	<b>K60</b>	<b>143</b>
<b>MOBIL OIL SERVICE ST</b>	<b>6100 SEPULVEDA BLVD</b>	<b>NNE 1/8 - 1/4 (0.160 mi.)</b>	<b>M69</b>	<b>203</b>
<b>EXXONMOBIL OIL CORPO</b>	<b>6100 SEPULVEDA BLVD</b>	<b>NNE 1/8 - 1/4 (0.160 mi.)</b>	<b>M70</b>	<b>218</b>
<b>CHP FACILITY</b>	<b>6300 BRISTOL PARKWAY</b>	<b>E 1/8 - 1/4 (0.169 mi.)</b>	<b>L72</b>	<b>232</b>
CVS PHARMACY #9573	6299 BRISTOL PKWY	ENE 1/8 - 1/4 (0.193 mi.)	L77	240
<b>MARSHALLS 0292</b>	<b>6221 BRISTOL PKWY</b>	<b>NE 1/8 - 1/4 (0.223 mi.)</b>	<b>R95</b>	<b>278</b>
<b>FOX HILL DRY CLEANER</b>	<b>6223 BRISTOL PKWY</b>	<b>NE 1/8 - 1/4 (0.241 mi.)</b>	<b>S101</b>	<b>302</b>
Lower Elevation	Address	Direction / Distance	Map ID	Page
<b>CRP CENTINELA LP DBA</b>	<b>6161 W CENTINELA AVE</b>	<b>NW 0 - 1/8 (0.098 mi.)</b>	<b>I50</b>	<b>135</b>

#### Local Lists of Registered Storage Tanks

CA SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the CA SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 15 CA SWEEPS UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ANDREA BELOTTA Comp Number: 5643	6530 S SEPULVEDA BLV	SE 0 - 1/8 (0.019 mi.)	B13	19
94855-CHEVRON STATIO Comp Number: 3570	6530 SEPULVEDA BLVD	SE 0 - 1/8 (0.019 mi.)	B18	24
<b>CURRENT OCCUPANT</b> Comp Number: 1029	<b>6540 S SEPULVEDA BLV</b>	<b>SE 0 - 1/8 (0.020 mi.)</b>	<b>B22</b>	<b>28</b>
<b>ALLIED ENVIRONMENTAL</b> Comp Number: 7109	<b>6300 ARIZONA CIR</b>	<b>W 0 - 1/8 (0.020 mi.)</b>	<b>A25</b>	<b>32</b>
PACIFICA PLAZA OFFIC	6101 CENTINELA AVE	NE 0 - 1/8 (0.033 mi.)	D28	37

## EXECUTIVE SUMMARY

Status: A Comp Number: 14836				
<b>BURTON PLATING INC</b> Comp Number: 1359	<b>6341 ARIZONA CIR</b>	<b>WNW 0 - 1/8 (0.096 mi.)</b>	<b>G44</b>	<b>107</b>
MCDONNEL DOUGLAS HEL Status: A Comp Number: 7267	6775 CENTINELA AVE	E 0 - 1/8 (0.104 mi.)	52	140
<b>PHASECOM CORPORATION</b> Comp Number: 5375	<b>6365 ARIZONA CIR</b>	<b>W 1/8 - 1/4 (0.136 mi.)</b>	<b>G58</b>	<b>142</b>
<b>MOBIL OIL SERVICE ST</b> Status: A Tank Status: A Comp Number: 7139	<b>6100 SEPULVEDA BLVD</b>	<b>NNE 1/8 - 1/4 (0.160 mi.)</b>	<b>M69</b>	<b>203</b>
<b>CHP FACILITY</b> Status: A Tank Status: A Comp Number: 16269	<b>6300 BRISTOL PARKWAY</b>	<b>E 1/8 - 1/4 (0.169 mi.)</b>	<b>L72</b>	<b>232</b>
CITY OF LOS ANGELES Comp Number: 6219	6911 SEPULVEDA BLVD	S 1/8 - 1/4 (0.197 mi.)	O80	251
CITY OF LOS ANGELES Comp Number: 8294	6911 SEPULVEDA BLVD	S 1/8 - 1/4 (0.197 mi.)	O81	251
<b>Lower Elevation</b>	<b>Address</b>	<b>Direction / Distance</b>	<b>Map ID</b>	<b>Page</b>
<b>PACIFICA PLAZA OFFIC</b> Comp Number: 7335	<b>6106 CENTINELA AVE</b>	<b>NNE 0 - 1/8 (0.009 mi.)</b>	<b>A11</b>	<b>17</b>
<b>HOWARD HUGHES PROPER</b> Status: A Comp Number: 8253	<b>6601 CENTER DR</b>	<b>ESE 0 - 1/8 (0.043 mi.)</b>	<b>B31</b>	<b>38</b>
<b>MCDONNELL DOUGLAS CO</b> Comp Number: 5332	<b>6775 CENTINELA AVE</b>	<b>NW 1/8 - 1/4 (0.214 mi.)</b>	<b>P87</b>	<b>264</b>

CA HIST UST: Historical UST Registered Database.

A review of the CA HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 9 CA HIST UST sites within approximately 0.25 miles of the target property.

<b>Equal/Higher Elevation</b>	<b>Address</b>	<b>Direction / Distance</b>	<b>Map ID</b>	<b>Page</b>
94855 Facility Id: 00000062682	6530 S SEPULVEDA BLV	SE 0 - 1/8 (0.019 mi.)	B12	18
94855	6530 SEPULEVDA BLVD	SE 0 - 1/8 (0.019 mi.)	B19	25
FIX HILLS CAR WASH Facility Id: 00000016889	6540 S SEPULVEDA BL	SE 0 - 1/8 (0.020 mi.)	B20	26
PACIFIC PLAZA OFFICE <b>PACIFICA PLAZA OFFIC</b> Facility Id: 00000056072	6101 WEST CENTINELA <b>6101 W CENTINELA AVE</b>	N 0 - 1/8 (0.048 mi.) <b>N 0 - 1/8 (0.048 mi.)</b>	E33 <b>E34</b>	54 <b>54</b>
<b>D'ANDREA GRAPHICS CO</b>	<b>6341 ARIZONA CIR</b>	<b>WNW 0 - 1/8 (0.096 mi.)</b>	<b>G42</b>	<b>64</b>
<b>BURTON PLATING INC</b>	<b>6341 ARIZONA CIR</b>	<b>WNW 0 - 1/8 (0.096 mi.)</b>	<b>G44</b>	<b>107</b>

## EXECUTIVE SUMMARY

Facility Id: 00000047095  
 Facility Id: 00000019016  
 SOO CHUL RAH 6100 SEPULVEDA BLVD NNE 1/8 - 1/4 (0.160 mi.) M64 182  
 Facility Id: 00000039723

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>MCDONALD DOUGLAS</b> Facility Id: 00000067324	<b>6775 CENTINELA AVE.</b>	<b>NW 1/8 - 1/4 (0.214 mi.)</b>	<b>P83</b>	<b>253</b>

CA 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.

A review of the CA CERS TANKS list, as provided by EDR, and dated 04/20/2020 has revealed that there are 4 CA CERS TANKS sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>TRIZEC WEST LA TOWER</b>	<b>6701 CENTER DR</b>	<b>SE 0 - 1/8 (0.096 mi.)</b>	<b>H45</b>	<b>116</b>
<b>MOBIL OIL SERVICE ST</b>	<b>6100 SEPULVEDA BLVD</b>	<b>NNE 1/8 - 1/4 (0.160 mi.)</b>	<b>M69</b>	<b>203</b>
<b>CHP FACILITY</b>	<b>6300 BRISTOL PARKWAY</b>	<b>E 1/8 - 1/4 (0.169 mi.)</b>	<b>L72</b>	<b>232</b>
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>HOWARD HUGHES PROPER</b>	<b>6601 CENTER DR</b>	<b>ESE 0 - 1/8 (0.043 mi.)</b>	<b>B31</b>	<b>38</b>

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.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
94855-CHEVRON STATIO Facility Id: 19005667 Status: I	6530 SEPULVEDA BLVD	SE 0 - 1/8 (0.019 mi.)	B15	21
<b>CURRENT OCCUPANT</b> Facility Id: 19001784 Status: I	<b>6540 S SEPULVEDA BLV</b>	<b>SE 0 - 1/8 (0.020 mi.)</b>	<b>B22</b>	<b>28</b>
<b>ALLIED ENVIRONMENTAL</b> Facility Id: 19040398 Status: A	<b>6300 ARIZONA CIR</b>	<b>W 0 - 1/8 (0.020 mi.)</b>	<b>A25</b>	<b>32</b>
<b>BURTON PLATING INC</b> Facility Id: 19029646 Status: I	<b>6341 ARIZONA CIR</b>	<b>WNW 0 - 1/8 (0.096 mi.)</b>	<b>G44</b>	<b>107</b>
<b>PHASECOM CORPORATION</b> Facility Id: 19054422 Status: I	<b>6365 ARIZONA CIR</b>	<b>W 1/8 - 1/4 (0.136 mi.)</b>	<b>G58</b>	<b>142</b>
<b>MOBIL OIL SERVICE ST</b> Facility Id: 19004660	<b>6100 SEPULVEDA BLVD</b>	<b>NNE 1/8 - 1/4 (0.160 mi.)</b>	<b>M69</b>	<b>203</b>

## EXECUTIVE SUMMARY

Status: A

### CHP FACILITY

Facility Id: 19055152

Status: A

6300 BRISTOL PARKWAY E 1/8 - 1/4 (0.169 mi.) L72 232

Lower Elevation	Address	Direction / Distance	Map ID	Page
<b>PACIFICA PLAZA OFFIC</b> Facility Id: 19056485 Status: A	6106 CENTINELA AVE	NNE 0 - 1/8 (0.009 mi.)	A11	17
<b>MCDONNELL DOUGLAS CO</b> Facility Id: 19000730 Status: I	6775 CENTINELA AVE	NW 1/8 - 1/4 (0.214 mi.)	P87	264

### Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 03/23/2020 has revealed that there are 21 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CHARTER COMMUNICATIO EPA ID:: CAL000451219	6305 ARIZONA PL	SW 0 - 1/8 (0.027 mi.)	C26	33
CHARTER COMMUNICATIO EPA ID:: CAC003034259	6320 ARIZONA CIR	W 0 - 1/8 (0.048 mi.)	C32	52
CHARTER COMMUNICATIO EPA ID:: CAL000451415	6314 ARIZONA PLACE	SW 0 - 1/8 (0.061 mi.)	C37	58
METAGREEN INC EPA ID:: CAL000420109	6315 ARIZONA PLACE	WSW 0 - 1/8 (0.063 mi.)	C39	61
HANOVER RS CONSTRUCT EPA ID:: CAC003007802	6711 S SEPULVEDA BLV	S 0 - 1/8 (0.077 mi.)	F40	62
D'ANDREA GRAPHICS CO EPA ID:: CAL000303626	6341 ARIZONA CIR	WNW 0 - 1/8 (0.096 mi.)	G41	63
BRE HH PROPERTY OWNE EPA ID:: CAC002986363	6701 CENTER DRIVE WE	SE 0 - 1/8 (0.096 mi.)	H47	132
BROGLEN HOTEL CORP D EPA ID:: CAL000412607	6100 SEPULVEDA BLVD	NNE 1/8 - 1/4 (0.160 mi.)	M62	181
CIRCLE K STORE #2211 EPA ID:: CAL000369727	6100 SEPULVEDA BLVD	NNE 1/8 - 1/4 (0.160 mi.)	M68	202
CALIFORNIA HIGHWAY P EPA ID:: CAL000046149	6300 BRISTOL PKWY	E 1/8 - 1/4 (0.169 mi.)	L74	237
PLATINUM CARE LA	6801 PARK TERRACE DR	SE 1/8 - 1/4 (0.191 mi.)	N75	238



## EXECUTIVE SUMMARY

EPA ID:: CAL000432657				
KERLAN JOBE ORTHOPAE	6801 PARK TERRACE DR	SE 1/8 - 1/4 (0.191 mi.)	N76	239
EPA ID:: CAL000146867				
JOHN BAILEY	6334 RIGGS PLACE	SSW 1/8 - 1/4 (0.198 mi.)	82	252
EPA ID:: CAC003052214				
ROGER FEATHERSTON	6449 RIGGS PL	WSW 1/8 - 1/4 (0.217 mi.)	Q93	276
EPA ID:: CAC003017268				
MARSHALLS 0292	6221 BRISTOL PKWY	NE 1/8 - 1/4 (0.223 mi.)	R94	277
EPA ID:: CAL000401844				
GUY KEEFER	6436 RIGGS PLACE	WSW 1/8 - 1/4 (0.239 mi.)	Q98	299
EPA ID:: CAC002990378				
FOX HILLS PLAZA CLEA	6223 BRISTOL PKWY	NE 1/8 - 1/4 (0.241 mi.)	S99	300
EPA ID:: CAL000173185				

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
ENTRADA OFFICE HOLDI	6161 W CENTINELA AVE	NW 0 - 1/8 (0.098 mi.)	I49	134
EPA ID:: CAC003028119				
WOODBINE LEGACY/PLAY	6161 W CENTINELA AVE	NW 0 - 1/8 (0.098 mi.)	I51	139
EPA ID:: CAL000445957				
<b>HUGHES HELICOPTERS I</b>	<b>CENTINELA AVE &amp; TEAL</b>	<b>NW 1/8 - 1/4 (0.214 mi.)</b>	<b>P91</b>	<b>269</b>
EPA ID:: CAD040360745				
I SPY	6775 CENTINELA AVE B	NW 1/8 - 1/4 (0.214 mi.)	P92	274
EPA ID:: CAR000003913				

FUDS: 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.

A review of the FUDS list, as provided by EDR, and dated 05/13/2020 has revealed that there is 1 FUDS site within approximately 1 mile of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
HOWARD HUGHES AIRCRA		W 1/2 - 1 (0.720 mi.)	Y125	378

CA BOND EXP. 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.

A review of the CA BOND EXP. PLAN list, as provided by EDR, and dated 01/01/1989 has revealed that there is 1 CA BOND EXP. PLAN site within approximately 1 mile of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
HUGHES HELICOPTERS,	CENTINELA AVENUE AND	WNW 1/4 - 1/2 (0.423 mi.)	V114	343

## EXECUTIVE SUMMARY

CA Cortese: The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

A review of the CA Cortese list, as provided by EDR, and dated 06/22/2020 has revealed that there are 13 CA Cortese sites within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>H &amp; H PROPERTY</b> Cleanup Status: COMPLETED - CASE CLOSED	<b>6530 SEPULVEDA BLVD</b>	<b>SE 0 - 1/8 (0.019 mi.)</b>	<b>B16</b>	<b>22</b>
<b>HOWARD HUGHES PROP L</b> Cleanup Status: COMPLETED - CASE CLOSED	<b>6540 SEPULVEDA BLVD</b>	<b>SE 0 - 1/8 (0.020 mi.)</b>	<b>B24</b>	<b>30</b>
<b>RAMADA HOTEL</b> Cleanup Status: COMPLETED - CASE CLOSED	<b>6333 BRISTOL PKWY</b>	<b>ENE 1/8 - 1/4 (0.155 mi.)</b>	<b>L61</b>	<b>175</b>
<b>MOBIL OIL CORP. S.S.</b> Cleanup Status: COMPLETED - CASE CLOSED	<b>6100 SEPULVEDA BLVD</b>	<b>NNE 1/8 - 1/4 (0.160 mi.)</b>	<b>M65</b>	<b>183</b>
<b>IDEAL METAL SITE</b> Cleanup Status: COMPLETED - CASE CLOSED	<b>5620 SELMARINE DR</b>	<b>N 1/4 - 1/2 (0.417 mi.)</b>	<b>111</b>	<b>337</b>
<b>CHEVRON STATION 9 29</b> Cleanup Status: COMPLETED - CASE CLOSED	<b>5975 CENTINELA AVE</b>	<b>ESE 1/4 - 1/2 (0.484 mi.)</b>	<b>W118</b>	<b>348</b>
<b>ARCO #0073</b> Cleanup Status: COMPLETED - CASE CLOSED	<b>6300 SLAUSON AVE</b>	<b>N 1/4 - 1/2 (0.492 mi.)</b>	<b>X119</b>	<b>350</b>
<b>ARCO PRODUCTS #00073</b> Cleanup Status: COMPLETED - CASE CLOSED	<b>6300 SLAUSON AVE W</b>	<b>N 1/4 - 1/2 (0.492 mi.)</b>	<b>X120</b>	<b>353</b>
<b>CHEVRON #9-2916</b> Cleanup Status: COMPLETED - CASE CLOSED	<b>5975 CENTINELA AVE.</b>	<b>ESE 1/4 - 1/2 (0.498 mi.)</b>	<b>W121</b>	<b>356</b>

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>MCDONNELL DOUGLAS HE</b> Cleanup Status: COMPLETED - CASE CLOSED	<b>6775 CENTINELA AVE</b>	<b>NW 1/8 - 1/4 (0.214 mi.)</b>	<b>P86</b>	<b>259</b>
<b>UNOCAL #6986 (FORMER)</b> Cleanup Status: COMPLETED - CASE CLOSED	<b>5752 MESMER AVE</b>	<b>NW 1/4 - 1/2 (0.298 mi.)</b>	<b>T106</b>	<b>309</b>
<b>HILLSIDE MEMORIAL PA</b> Cleanup Status: COMPLETED - CASE CLOSED	<b>6001 CENTINELA</b>	<b>NW 1/4 - 1/2 (0.331 mi.)</b>	<b>108</b>	<b>313</b>
<b>FIRESTONE STORE</b> Cleanup Status: COMPLETED - CASE CLOSED	<b>6150 W SLAUSON AVE</b>	<b>NNE 1/4 - 1/2 (0.500 mi.)</b>	<b>122</b>	<b>367</b>

CA DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the CA DRYCLEANERS list, as provided by EDR, has revealed that there are 5 CA DRYCLEANERS sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>FOX HILLS DRY CLEANER</b> Database: DRYCLEAN SOUTH COAST, Date of Government Version: 08/19/2020	<b>6223 BRISTOL PKY</b>	<b>NE 1/8 - 1/4 (0.241 mi.)</b>	<b>S100</b>	<b>302</b>
<b>FOX HILL DRY CLEANER</b> Database: DRYCLEANERS, Date of Government Version: 06/04/2020	<b>6223 BRISTOL PKWY</b>	<b>NE 1/8 - 1/4 (0.241 mi.)</b>	<b>S101</b>	<b>302</b>

## EXECUTIVE SUMMARY

EPA Id: CAL000173185

FOX HILL DRY CLEANER	6223 BRISTOL PKY	NE 1/8 - 1/4 (0.241 mi.)	S102	306
Database: DRYCLEAN SOUTH COAST, Date of Government Version: 08/19/2020				
FOX HILL PLAZA CLEAN	6223 BRISTOL PKY	NE 1/8 - 1/4 (0.241 mi.)	S103	306
Database: DRYCLEAN SOUTH COAST, Date of Government Version: 08/19/2020				
FOX HILLS PLAZA CLEA	6223 BRISTOL PKY	NE 1/8 - 1/4 (0.241 mi.)	S104	307
Database: DRYCLEAN SOUTH COAST, Date of Government Version: 08/19/2020				

CA HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the CA HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 9 CA HIST CORTESE sites within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>H &amp; H PROPERTY</b> Reg Id: 900450361	<b>6530 SEPULVEDA</b>	<b>SE 0 - 1/8 (0.019 mi.)</b>	<b>B14</b>	<b>19</b>
<b>HOWARD HUGHES PROP L</b> Reg Id: 900450107	<b>6540 SEPULVEDA BLVD</b>	<b>SE 0 - 1/8 (0.020 mi.)</b>	<b>B21</b>	<b>27</b>
<b>RAMADA HOTEL</b> Reg Id: I-15928	<b>6333 BRISTOL PKWY</b>	<b>ENE 1/8 - 1/4 (0.155 mi.)</b>	<b>L61</b>	<b>175</b>
<b>IDEAL METAL SITE</b> Reg Id: 902300052	<b>5620 SELMARAIN DR</b>	<b>N 1/4 - 1/2 (0.417 mi.)</b>	<b>111</b>	<b>337</b>
<b>92916</b> Reg Id: I-07144	<b>5975 CENTINELA AVE</b>	<b>ESE 1/4 - 1/2 (0.484 mi.)</b>	<b>W117</b>	<b>346</b>
<b>ARCO #0073</b> Reg Id: R-07112	<b>6300 SLAUSON AVE</b>	<b>N 1/4 - 1/2 (0.492 mi.)</b>	<b>X119</b>	<b>350</b>
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>MCDONNELL DOUGLAS HE</b> Reg Id: 902300107 Reg Id: 902300043	<b>6775 CENTINELA</b>	<b>NW 1/8 - 1/4 (0.214 mi.)</b>	<b>P88</b>	<b>264</b>
<b>HILLSIDE MEMORIAL PA</b> Reg Id: I-05822	<b>6001 CENTINELA</b>	<b>NW 1/4 - 1/2 (0.331 mi.)</b>	<b>108</b>	<b>313</b>
<b>FIRESTONE STORE</b> Reg Id: I-12377	<b>6150 W SLAUSON AVE</b>	<b>NNE 1/4 - 1/2 (0.500 mi.)</b>	<b>122</b>	<b>367</b>

CA HWP: Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

A review of the CA HWP list, as provided by EDR, and dated 05/18/2020 has revealed that there is 1 CA HWP site within approximately 1 mile of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
HUGHES AIRCRAFT COMP	CENTINELA AND TEALE	WNW 1/4 - 1/2 (0.418 mi.)	V112	341

## EXECUTIVE SUMMARY

EPA Id: CAD008286221  
Cleanup Status: PROTECTIVE FILER

NY MANIFEST: Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

A review of the NY MANIFEST list, as provided by EDR, and dated 01/01/2019 has revealed that there is 1 NY MANIFEST site within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
MCDONNELL DOUGLAS HE EPA ID: CAD040360745	6775 CENTINELA AVE M	NW 1/8 - 1/4 (0.214 mi.)	P89	266

CA Notify 65: Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

A review of the CA Notify 65 list, as provided by EDR, and dated 08/21/2020 has revealed that there is 1 CA Notify 65 site within approximately 1 mile of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
MCDONALD DOUGLAS	6775 CENTINELA AVE.	NW 1/8 - 1/4 (0.214 mi.)	P83	253

### 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 6 EDR Hist Auto sites within approximately 0.125 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
BELOTTO AUTO SERVICE	6530 SEPULVEDA	SE 0 - 1/8 (0.019 mi.)	B17	24
GRUSKIN H ENTERPRISE	6540 S SEPULVEDA BLV	SE 0 - 1/8 (0.020 mi.)	B23	30
GRUSKIN H ENTERPRISE	6540 SEPULVEDA BLVD	NE 0 - 1/8 (0.038 mi.)	D29	37
LINCOLN AUTO CENTER	6101 W CENTINELA AVE	N 0 - 1/8 (0.048 mi.)	E35	57
HAUASU MARINA CORPOR	6334 ARIZONA PLACE	SW 0 - 1/8 (0.107 mi.)	J55	141
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
LEONARDS INTERNATION	6161 WEST CENTINELA	NW 0 - 1/8 (0.098 mi.)	I48	134

## EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 2 records.






Site Name

BALDWIN HILLS CONSERVANCY PROJECT  
WESTCHESTER 3 ACRE PROPERTY

Database(s)

CA ENVIROSTOR, CA VCP  
CA ENVIROSTOR

[illegible]

-  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

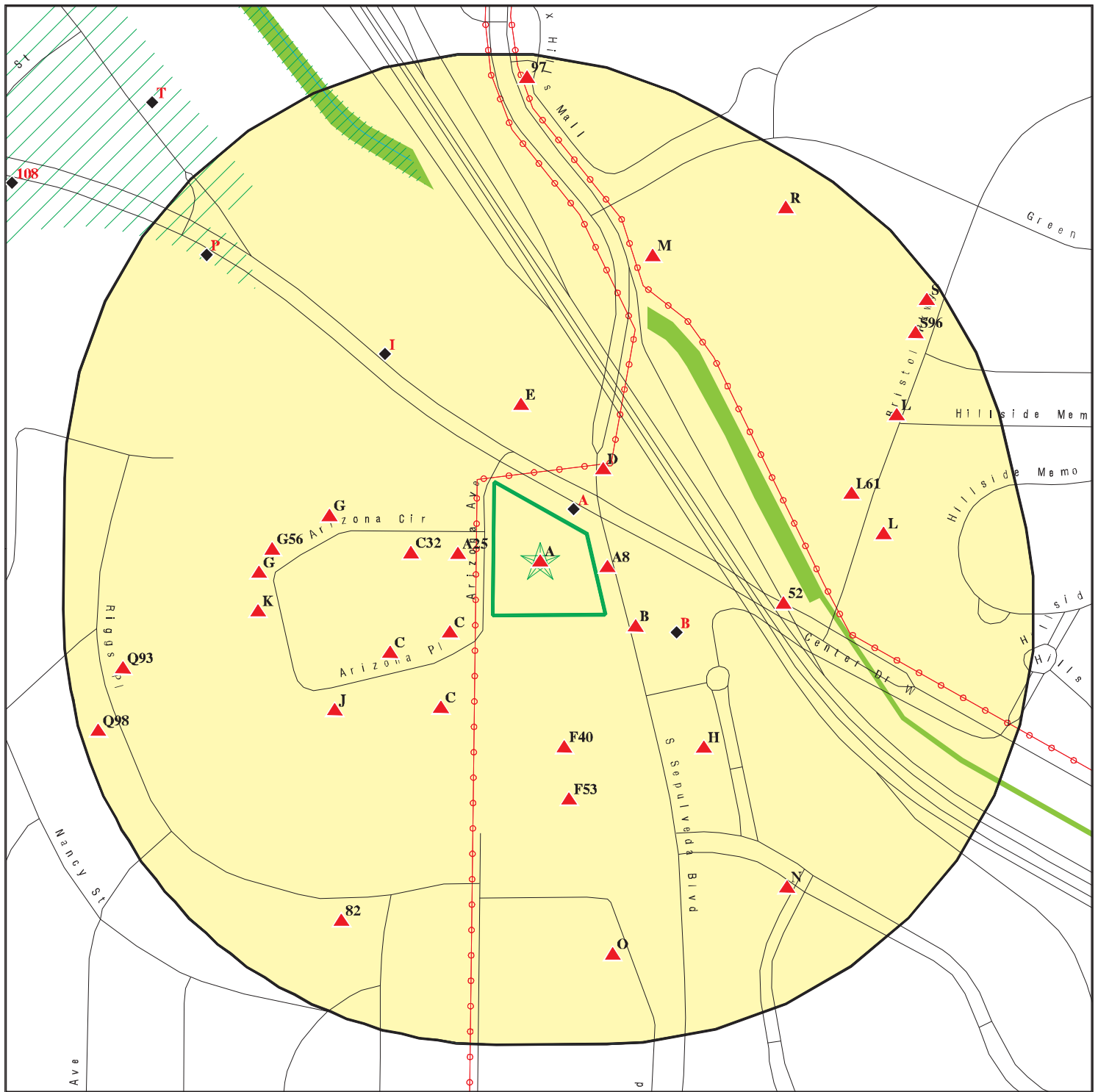
 State Wetlands

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: 6501, 6521 S Sepulveda & 6520 Arizona Ave  
ADDRESS: 6501, 6521 S Sepulveda & 6520 Arizona Ave  
Los Angeles CA 90045  
LAT/LONG: 33.980567 / 118.395362

CLIENT: Weis Environmental  
CONTACT: Daniel Weis  
INQUIRY #: 6182511.2s  
DATE: September 09, 2020 12:13 pm

# DETAIL MAP - 6182511.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

Sensitive Receptors

National Priority List Sites

Dept. Defense Sites

Indian Reservations BIA

Power transmission lines

Special Flood Hazard Area (1%)

0.2% Annual Chance Flood Hazard

National Wetland Inventory

State Wetlands

Areas of Concern

0 1/16 1/8 1/4 Miles

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: 6501, 6521 S Sepulveda & 6520 Arizona Ave  
ADDRESS: 6501, 6521 S Sepulveda & 6520 Arizona Ave  
Los Angeles CA 90045  
LAT/LONG: 33.980567 / 118.395362

CLIENT: Weis Environmental  
CONTACT: Daniel Weis  
INQUIRY #: 6182511.2s  
DATE: September 09, 2020 12:14 pm



## 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
<b>STANDARD ENVIRONMENTAL RECORDS</b>								
<b><i>Federal NPL site list</i></b>								
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
<b><i>Federal Delisted NPL site list</i></b>								
Delisted NPL	1.000		0	0	0	0	NR	0
<b><i>Federal CERCLIS list</i></b>								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
<b><i>Federal CERCLIS NFRAP site list</i></b>								
SEMS-ARCHIVE	0.500		1	1	1	NR	NR	3
<b><i>Federal RCRA CORRACTS facilities list</i></b>								
CORRACTS	1.000		0	0	0	0	NR	0
<b><i>Federal RCRA non-CORRACTS TSD facilities list</i></b>								
RCRA-TSDF	0.500		0	0	1	NR	NR	1
<b><i>Federal RCRA generators list</i></b>								
RCRA-LQG	0.250		0	1	NR	NR	NR	1
RCRA-SQG	0.250		4	5	NR	NR	NR	9
RCRA-VSQG	0.250		0	0	NR	NR	NR	0
<b><i>Federal institutional controls / engineering controls registries</i></b>								
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
<b><i>Federal ERNS list</i></b>								
ERNS	0.001		0	NR	NR	NR	NR	0
<b><i>State- and tribal - equivalent NPL</i></b>								
CA RESPONSE	1.000		0	0	0	0	NR	0
<b><i>State- and tribal - equivalent CERCLIS</i></b>								
CA ENVIROSTOR	1.000		0	1	3	3	NR	7
<b><i>State and tribal landfill and/or solid waste disposal site lists</i></b>								
CA SWF/LF	0.500		0	0	1	NR	NR	1
<b><i>State and tribal leaking storage tank lists</i></b>								
CA LUST	0.500		4	5	10	NR	NR	19

## MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.500		0	0	0	NR	NR	0
CA CPS-SLIC	0.500		1	1	2	NR	NR	4
<b>State and tribal registered storage tank lists</b>								
FEMA UST	0.250		0	0	NR	NR	NR	0
CA UST	0.250		2	5	NR	NR	NR	7
CA AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
<b>State and tribal voluntary cleanup sites</b>								
CA VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
<b>State and tribal Brownfields sites</b>								
CA BROWNFIELDS	0.500		0	0	0	NR	NR	0
<b>ADDITIONAL ENVIRONMENTAL RECORDS</b>								
<b>Local Brownfield lists</b>								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
<b>Local Lists of Landfill / Solid Waste Disposal Sites</b>								
CA WMUDS/SWAT	0.500		0	0	0	NR	NR	0
CA SWRCY	0.500		0	0	0	NR	NR	0
CA HAULERS	0.001		0	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
<b>Local Lists of Hazardous waste / Contaminated Sites</b>								
CA AOCONCERN	1.000		0	0	0	0	NR	0
US HIST CDL	0.001		0	NR	NR	NR	NR	0
CA HIST Cal-Sites	1.000		0	0	0	0	NR	0
CA SCH	0.250		0	0	NR	NR	NR	0
CA CDL	0.001		0	NR	NR	NR	NR	0
CA CERS HAZ WASTE	0.250		1	7	NR	NR	NR	8
CA Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	0.001		0	NR	NR	NR	NR	0
CA PFAS	0.500		0	0	0	NR	NR	0
<b>Local Lists of Registered Storage Tanks</b>								
CA SWEEPS UST	0.250		9	6	NR	NR	NR	15
CA HIST UST	0.250		7	2	NR	NR	NR	9
CA CERS TANKS	0.250		2	2	NR	NR	NR	4
CA FID UST	0.250		5	4	NR	NR	NR	9
<b>Local Land Records</b>								
CA LIENS	0.001		0	NR	NR	NR	NR	0

## MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LIENS 2	0.001		0	NR	NR	NR	NR	0
CA DEED	0.500		0	0	0	NR	NR	0
<b>Records of Emergency Release Reports</b>								
HMIRS	0.001		0	NR	NR	NR	NR	0
CA CHMIRS	0.001		0	NR	NR	NR	NR	0
CA LDS	0.001		0	NR	NR	NR	NR	0
CA MCS	0.001		0	NR	NR	NR	NR	0
CA SPILLS 90	0.001		0	NR	NR	NR	NR	0
<b>Other Ascertainable Records</b>								
RCRA NonGen / NLR	0.250		9	12	NR	NR	NR	21
FUDS	1.000		0	0	0	1	NR	1
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	0.001		0	NR	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0
PADS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		0	NR	NR	NR	NR	0
FTTS	0.001		0	NR	NR	NR	NR	0
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		0	NR	NR	NR	NR	0
DOT OPS	0.001		0	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	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		0	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	0.001		0	NR	NR	NR	NR	0
DOCKET HWC	0.001		0	NR	NR	NR	NR	0
ECHO	0.001		0	NR	NR	NR	NR	0
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	1	0	NR	1
CA Cortese	0.500		2	3	8	NR	NR	13
CA CUPA Listings	0.250		0	0	NR	NR	NR	0

## MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
CA DRYCLEANERS	0.250	1	0	5	NR	NR	NR	6
CA EMI	0.001	1	0	NR	NR	NR	NR	1
CA ENF	0.001		0	NR	NR	NR	NR	0
CA Financial Assurance	0.001		0	NR	NR	NR	NR	0
CA HAZNET	0.001	2	0	NR	NR	NR	NR	2
CA ICE	0.001		0	NR	NR	NR	NR	0
CA HIST CORTESE	0.500		2	2	5	NR	NR	9
CA LOS ANGELES CO. HMS	0.001		0	NR	NR	NR	NR	0
CA HWP	1.000		0	0	1	0	NR	1
CA HWT	0.250		0	0	NR	NR	NR	0
NY MANIFEST	0.250		0	1	NR	NR	NR	1
CA MINES	0.250		0	0	NR	NR	NR	0
CA MWMP	0.250		0	0	NR	NR	NR	0
CA NPDES	0.001		0	NR	NR	NR	NR	0
CA PEST LIC	0.001		0	NR	NR	NR	NR	0
CA PROC	0.500		0	0	0	NR	NR	0
CA Notify 65	1.000		0	1	0	0	NR	1
LA Co. Site Mitigation	0.001		0	NR	NR	NR	NR	0
CA UIC	0.001		0	NR	NR	NR	NR	0
CA UIC GEO	0.001		0	NR	NR	NR	NR	0
CA WASTEWATER PITS	0.500		0	0	0	NR	NR	0
CA WDS	0.001		0	NR	NR	NR	NR	0
CA WIP	0.250		0	0	NR	NR	NR	0
CA MILITARY PRIV SITES	0.001		0	NR	NR	NR	NR	0
CA PROJECT	0.001		0	NR	NR	NR	NR	0
CA WDR	0.001		0	NR	NR	NR	NR	0
CA CIWQS	0.001		0	NR	NR	NR	NR	0
CA CERS	0.001		0	NR	NR	NR	NR	0
CA NON-CASE INFO	0.001		0	NR	NR	NR	NR	0
CA OTHER OIL GAS	0.001		0	NR	NR	NR	NR	0
CA PROD WATER PONDS	0.001		0	NR	NR	NR	NR	0
CA SAMPLING POINT	0.001		0	NR	NR	NR	NR	0
CA WELL STIM PROJ	0.001		0	NR	NR	NR	NR	0
CA LOS ANGELES CO LF M	0.001		0	0	0	NR	NR	0
CA HWTS	TP	3	NR	NR	NR	NR	NR	3
MINES MRDS	0.001		0	NR	NR	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		6	NR	NR	NR	NR	6
EDR Hist Cleaner	0.125	2	0	NR	NR	NR	NR	2

## EDR RECOVERED GOVERNMENT ARCHIVES

**Exclusive Recovered Govt. Archives**

CA RGA LF	0.001	0	NR	NR	NR	NR	0
CA RGA LUST	0.001	0	NR	NR	NR	NR	0

- Totals --	9	55	64	33	4	0	165
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## MAP FINDINGS SUMMARY

<u>Database</u>	<u>Search Distance (Miles)</u>	<u>Target Property</u>	<u>&lt; 1/8</u>	<u>1/8 - 1/4</u>	<u>1/4 - 1/2</u>	<u>1/2 - 1</u>	<u>&gt; 1</u>	<u>Total Plotted</u>
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### NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**A1**  
**Target**  
**Property**

**ONE HOUR MARTINIZING**  
**6511 SEPULVEDA 1/2 BLVD**  
**LOS ANGELES, CA 90045**

**CA DRYCLEANERS**

**S121697869**  
**N/A**

**Site 1 of 12 in cluster A**

**Actual:**  
**30 ft.**

DRYCLEAN SOUTH COAST:

Name: ONE HOUR MARTINIZING  
Address: 6511 SEPULVEDA 1/2 BLVD  
City,State,Zip: LOS ANGELES, CA 90045  
Facility ID: 44447  
Application Number: 123266  
Permit Number: M39764  
Status: O  
Representative Name: LEE SUN  
Representative Telephone: 213 6414664  
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

Name: ONE HOUR MARTINIZING  
Address: 6511 SEPULVEDA 1/2 BLVD  
City,State,Zip: LOS ANGELES, CA 90045  
Facility ID: 44447  
Application Number: 188996  
Permit Number: D09253  
Status: O  
Representative Name: LEE SUN  
Representative Telephone: 213 6414664  
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

**A2**  
**Target**  
**Property**

**ONE HOUR MARTINIZING, JEN SHI**  
**6511 1/2 SEPULVEDA BLVD.**  
**LOS ANGELES, CA 90045**

**CA EMI**

**S106836692**  
**N/A**

**Site 2 of 12 in cluster A**

**Actual:**  
**30 ft.**

EMI:

Name: ONE HOUR MARTINIZING, JEN SHI  
Address: 6511 1/2 SEPULVEDA BLVD.  
City,State,Zip: LOS ANGELES, CA 90045  
Year: 1990  
County Code: 19  
Air Basin: SC  
Facility ID: 44447  
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

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**ONE HOUR MARTINIZING, JEN SHI (Continued)**

**S106836692**

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

**A3** **EJS CO., LLC.**  
**Target** **8521 S SEPULVEDA BLVD**  
**Property** **LOS ANGELES, CA 90045**

**CA HAZNET** **S120994575**  
**CA HWTS** **N/A**

**Site 3 of 12 in cluster A**

**Actual:**  
**30 ft.**

HAZNET:  
Name: EJS CO., LLC.  
Address: 8521 S SEPULVEDA BLVD  
Address 2: Not reported  
City,State,Zip: LOS ANGELES, CA 900453802  
Contact: EJS CO., LLC.  
Telephone: 8188392301  
Mailing Name: Not reported  
Mailing Address: 16542 VENTURA BLVD  
  
Year: 2016  
Gepaid: CAC002853562  
TSD EPA ID: AZC950823111  
CA Waste Code: 151 - Asbestos containing waste  
Disposal Method: H132 - Landfill Or Surface Impoundment That Will Be Closed As  
Landfill( To Include On-Site Treatment And/Or Stabilization)  
  
Tons: 1.15

HWTS:  
Name: EJS CO., LLC.  
Address: 8521 S SEPULVEDA BLVD  
Address 2: Not reported  
City,State,Zip: LOS ANGELES, CA 900453802  
EPA ID: CAC002853562  
Inactive Date: 06/21/2016  
Create Date: 03/21/2016  
Last Act Date: 06/21/2016  
Mailing Name: Not reported  
Mailing Address: 16542 VENTURA BLVD  
Mailing Address 2: Not reported  
Mailing City,State,Zip: ENCINO, CA 914362005  
Owner Name: EJS CO., LLC.  
Owner Address: 16542 VENTURA BLVD  
Owner Address 2: Not reported  
Owner City,State,Zip: ENCINO, CA 914362005  
Contact Name: EJS CO., LLC.  
Contact Address: 16542 VENTURA BLVD  
Contact Address 2: Not reported  
City,State,Zip: ENCINO, CA 914362005



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**A4**  
**Target**  
**Property**  
**ONE HOUR MARTINIZING**  
**6511 1/2 SEPULVEDA BLVD**  
**WESTCHESTER, CA 90045**

**CA HWTS** **S124747904**  
**N/A**

**Site 4 of 12 in cluster A**

**Actual:**  
**30 ft.**

**HWTS:**

Name: ONE HOUR MARTINIZING  
Address: 6511 1/2 SEPULVEDA BLVD  
Address 2: Not reported  
City,State,Zip: WESTCHESTER, CA 900450000  
EPA ID: CAD981975253  
Inactive Date: 06/30/1996  
Create Date: 07/03/1987  
Last Act Date: 03/23/2001  
Mailing Name: Not reported  
Mailing Address: 6511 1/2 SEPULVEDA BLVD  
Mailing Address 2: Not reported  
Mailing City,State,Zip: WESTCHESTER, CA 900450000  
Owner Name: --  
Owner Address: --  
Owner Address 2: Not reported  
Owner City,State,Zip: --, 99 --  
Contact Name: DEACT PER VQ96-RK  
Contact Address: --  
Contact Address 2: Not reported  
City,State,Zip: --, 99 --

**A5**  
**Target**  
**Property**  
**DINAHS FAMILY RESTURANT**  
**6521 S SEPULVEDA BLVD**  
**LOS ANGELES, CA 90045**

**CA HAZNET** **S112946399**  
**CA HWTS** **N/A**

**Site 5 of 12 in cluster A**

**Actual:**  
**30 ft.**

**HAZNET:**

Name: DINAHS FAMILY RESTURANT  
Address: 6521 S SEPULVEDA BLVD  
Address 2: Not reported  
City,State,Zip: LOS ANGELES, CA 90045  
Contact: CHRIS MCDONALD  
Telephone: 3106450456  
Mailing Name: Not reported  
Mailing Address: 6521 S SEPULVEDA BLVD  
  
Year: 2005  
Gepaid: CAC002591797  
TSD EPA ID: CAD044429835  
CA Waste Code: 352 - Other organic solids  
Disposal Method: D99 - Disposal, Other  
Tons: 0.25

**Additional Info:**

Year: 2005  
Gen EPA ID: CAC002591797

Shipment Date: 20050615  
Creation Date: 9/13/2005 18:30:54  
Receipt Date: 20050621

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**DINAHS FAMILY RESTURANT (Continued)**

**S112946399**

Manifest ID: 23573620  
Trans EPA ID: CAD982513699  
Trans Name: ENVIRONMENTAL DYNAMICS INC  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAD044429835  
Trans Name: TERIS WILMINGTON  
TSDF Alt EPA ID: CAD044429835  
TSDF Alt Name: Not reported  
Waste Code Description: 352 - Other organic solids  
RCRA Code: Not reported  
Meth Code: D99 - Disposal, Other  
Quantity Tons: 0.25  
Waste Quantity: 500  
Quantity Unit: P  
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: DINAHS FAMILY RESTURANT  
Address: 6521 S SEPULVEDA BLVD  
Address 2: Not reported  
City,State,Zip: LOS ANGELES, CA 90045  
EPA ID: CAC002591797  
Inactive Date: 12/13/2005  
Create Date: 06/15/2005  
Last Act Date: 06/28/2005  
Mailing Name: Not reported  
Mailing Address: 6521 S SEPULVEDA BLVD  
Mailing Address 2: Not reported  
Mailing City,State,Zip: LOS ANGELES, CA 90045  
Owner Name: DINAHS FAMILY RESTURANT  
Owner Address: 6521 S SEPULVEDA BLVD  
Owner Address 2: Not reported  
Owner City,State,Zip: LOS ANGELES, CA 90045  
Contact Name: CHRIS MCDONALD  
Contact Address: 6521 S SEPULVEDA BLVD  
Contact Address 2: Not reported  
City,State,Zip: LOS ANGELES, CA 90045

**A6  
Target  
Property**

**MILLER DAVID  
28521/2 S SUNSET BLVD  
LOS ANGELES, CA**

**EDR Hist Cleaner 1009188819  
N/A**

**Site 6 of 12 in cluster A**

**Actual:  
30 ft.**

EDR Hist Cleaner

Year: Name:  
1929 MILLER DAVID  
1933 MILLER DAVID

Type:  
CLOTHES PRESSERS CLEANERS AND REPAIRERS  
CLOTHES PRESSERS AND CLEANERS

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**A7**  
**Target**  
**Property**  
**LUCKY CLEANER**  
**6511 S SEPULVEDA BLVD**  
**LOS ANGELES, CA 90045**

**EDR Hist Cleaner**  
**1020030573**  
**N/A**

**Site 7 of 12 in cluster A**

**Actual:**  
**30 ft.**

EDR Hist Cleaner

Year: Name:

2001 LUCKY CLEANER  
2002 LUCKY CLEANER  
2003 LUCKY CLEANER  
2004 LUCKY CLEANER  
2005 LUCKY CLEANER  
2006 LUCKY CLEANER  
2007 LUCKY CLEANER  
2008 LUCKY CLEANER  
2009 LUCKY CLEANER  
2010 LUCKY CLEANER  
2011 LUCKY CLEANER  
2012 LUCKY CLEANER  
2013 LUCKY CLEANER  
2014 LUCKY CLEANER

Type:

Drycleaning Plants, Except Rugs  
Drycleaning Plants, Except Rugs  
Drycleaning Plants, Except Rugs  
Drycleaning Plants, Except Rugs  
Drycleaning Plants, Except Rugs  
Drycleaning Plants, Except Rugs  
Drycleaning Plants, Except Rugs  
Drycleaning Plants, Except Rugs  
Drycleaning Plants, Except Rugs  
Drycleaning Plants, Except Rugs  
Drycleaning Plants, Except Rugs  
Drycleaning Plants, Except Rugs  
Drycleaning Plants, Except Rugs  
Drycleaning Plants, Except Rugs

**A8**  
**East**  
**< 1/8**  
**0.007 mi.**  
**39 ft.**  
**PAMECO-AIRE INC**  
**6519 1/2 S SEPULVEDA BLVD**  
**LOS ANGELES, CA 90045**  
**Site 8 of 12 in cluster A**

**CA HAZMAT**  
**S123542223**  
**N/A**

**Relative:**  
**Higher**

LOS ANGELES HM:

Name:

PAMECO-AIRE INC

Address:

6519 1/2 S SEPULVEDA BLVD

City,State,Zip:

LOS ANGELES, CA 90045

Facility ID:

FA0002778

Last Run Date:

06/01/2019

Status:

INACTIVE

**A9**  
**NE**  
**< 1/8**  
**0.009 mi.**  
**45 ft.**  
**LA PUMPING PLANT 57**  
**6102 CENTINELA AVE**  
**LOS ANGELES, CA 90045**  
**Site 9 of 12 in cluster A**

**RCRA-SQG**  
**FINDS**  
**ECHO**  
**1000350155**  
**CAD981986920**

**Relative:**  
**Lower**

RCRA-SQG:

Date form received by agency: 1987-03-24 00:00:00.0

Facility name: LA PUMPING PLANT 57

Facility address: 6102 CENTINELA AVE

LOS ANGELES, CA 90045

EPA ID: CAD981986920

Mailing address: 200 N MAIN RM EIGHTH HUNDRED C

LOS ANGELES, CA 90012

Contact: ENVIRONMENTAL MANAGER

Contact address: 6102 CENTINELA AVE

LOS ANGELES, CA 90045

Contact country: US

Contact telephone: 213-485-7527

Contact email: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**LA PUMPING PLANT 57 (Continued)**

**1000350155**

EPA Region: 09  
Classification: Small Small Quantity Generator  
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

**Owner/Operator Summary:**

Owner/operator name: CITY OF LA  
Owner/operator address: NOT REQUIRED  
NOT REQUIRED, ME 99999  
Owner/operator country: Not reported  
Owner/operator telephone: 415-555-1212  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Private  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED  
Owner/operator address: NOT REQUIRED  
NOT REQUIRED, ME 99999  
Owner/operator country: Not reported  
Owner/operator telephone: 415-555-1212  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Private  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

**Handler Activities Summary:**

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
Used oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Violation Status: No violations found

**FINDS:**

Registry ID: 110002766196

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**LA PUMPING PLANT 57 (Continued)**

**1000350155**

Click Here:

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: 1000350155  
Registry ID: 110002766196  
DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110002766196>  
Name: LA PUMPING PLANT 57  
Address: 6102 CENTINELA AVE  
City,State,Zip: LOS ANGELES, CA 90045

**A10  
NE  
< 1/8  
0.009 mi.  
45 ft.**

**SOUTHERN CALIFORNIA GAS COMPANY  
6100 W CENTINELA AVE  
LOS ANGELES, CA 90045**

**RCRA-SQG 1014387358  
CAR000208538**

**Site 10 of 12 in cluster A**

**Relative:  
Lower**

RCRA-SQG:

Date form received by agency: 2010-05-19 00:00:00.0  
Facility name: SOUTHERN CALIFORNIA GAS COMPANY  
Facility address: 6100 W CENTINELA AVE  
LOS ANGELES, CA 90045  
EPA ID: CAR000208538  
Mailing address: 6875 CONSOLIDATED WAY  
SD 1373  
SAN DIEGO, CA 92121  
Contact: JAMES T SCRUGGS  
Contact address: 6875 CONSOLIDATED WAY SD 1373  
SAN DIEGO, CA 92121  
Contact country: US  
Contact telephone: 858-653-3104  
Contact email: JSCRUGGS@SEMPRAUTILITIES.COM  
EPA Region: 09  
Classification: Small Small Quantity Generator  
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: SOUTHERN CALIFORNIA GAS CO  
Owner/operator address: 6875 CONSOLIDATED WAY SD 1373  
SAN DIEGO, CA 92121  
Owner/operator country: US  
Owner/operator telephone: 858-653-3104  
Owner/operator email: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SOUTHERN CALIFORNIA GAS COMPANY (Continued)**

**1014387358**

Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Private  
Owner/Operator Type: Owner  
Owner/Op start date: 1954-01-08 00:00:00.  
Owner/Op end date: Not reported  
  
Owner/operator name: SOUTHERN CALIFORNIA GAS CO  
Owner/operator address: 6875 CONSOLIDATED WAY SD 1373  
SAN DIEGO, CA 92121  
  
Owner/operator country: US  
Owner/operator telephone: 858-653-3104  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Private  
Owner/Operator Type: Operator  
Owner/Op start date: 1954-01-08 00:00:00.  
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Universal Waste Summary:

Waste type: Pesticides  
Accumulated waste on-site: Yes  
Generated waste on-site: Not reported

Waste type: Batteries  
Accumulated waste on-site: Yes  
Generated waste on-site: Not reported

Waste type: Thermostats  
Accumulated waste on-site: Yes  
Generated waste on-site: Not reported

Waste type: Lamps  
Accumulated waste on-site: Yes  
Generated waste on-site: Not reported

Hazardous Waste Summary:

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SOUTHERN CALIFORNIA GAS COMPANY (Continued)**

**1014387358**

. Waste code: 181  
. Waste name: Other inorganic solid waste  
  
. Waste code: 261  
. Waste name: Polychlorinated biphenyls and material containing PCB's  
  
. Waste code: 352  
. Waste name: Other organic solids  
  
. Waste code: 731  
. Waste name: Liquids with polychlorinated biphenyls > 50 mg/l  
  
. Waste code: D001  
. Waste name: IGNITABLE WASTE  
  
. Waste code: D018  
. Waste name: BENZENE

Violation Status: No violations found

A11  
NNE  
< 1/8  
0.009 mi.  
46 ft.

**PACIFICA PLAZA OFFICE BLDG  
6106 CENTINELA AVE  
LOS ANGELES, CA 90230**

**CA SWEEPS UST  
CA FID UST**

**S101588244  
N/A**

**Site 11 of 12 in cluster A**

**Relative:  
Lower  
Actual:  
28 ft.**

**SWEEPS UST:**  
Name: PACIFICA PLAZA OFFICE BLDG  
Address: 6106 CENTINELA AVE  
City: LOS ANGELES  
Status: Not reported  
Comp Number: 7335  
Number: Not reported  
Board Of Equalization: Not reported  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: Not reported  
Tank Status: Not reported  
Capacity: Not reported  
Active Date: Not reported  
Tank Use: Not reported  
STG: Not reported  
Content: Not reported  
Number Of Tanks: 0

**CA FID UST:**  
Facility ID: 19056485  
Regulated By: UTNKA  
Regulated ID: Not reported  
Cortese Code: Not reported  
SIC Code: Not reported  
Facility Phone: 2136708940  
Mail To: Not reported  
Mailing Address: 6106 CENTINELA AVE  
Mailing Address 2: Not reported  
Mailing City,St,Zip: LOS ANGELES 902300000



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**PACIFICA PLAZA OFFICE BLDG (Continued)**

**S101588244**

Contact: Not reported  
Contact Phone: Not reported  
DUNs Number: Not reported  
NPDES Number: Not reported  
EPA ID: Not reported  
Comments: Not reported  
Status: Active

**B12 94855**  
**SE 6530 S SEPULVEDA BLVD**  
**< 1/8 LOS ANGELES, CA 90045**  
**0.019 mi.**  
**100 ft. Site 1 of 15 in cluster B**

**CA HIST UST U001561798**  
**N/A**

**Relative:**  
**Higher**  
**Actual:**  
**33 ft.**

HIST UST:  
Name: 94855  
Address: 6530 S SEPULVEDA BLVD  
City,State,Zip: LOS ANGELES, CA 90045  
File Number: Not reported  
URL: Not reported  
Region: STATE  
Facility ID: 00000062682  
Facility Type: Gas Station  
Other Type: Not reported  
Contact Name: BELOTTO,ANDREA  
Telephone: 2136416223  
Owner Name: CHEVRON U.S.A. INC.  
Owner Address: 575 MARKET  
Owner City,St,Zip: SAN FRANCISCO, CA 94105  
Total Tanks: 0004

Tank Num: 001  
Container Num: 1  
Year Installed: 1970  
Tank Capacity: 00005000  
Tank Used for: PRODUCT  
Type of Fuel: Not reported  
Container Construction Thickness: 0000250  
Leak Detection: Stock Inventor

Tank Num: 002  
Container Num: 2  
Year Installed: 1970  
Tank Capacity: 00010000  
Tank Used for: PRODUCT  
Type of Fuel: Not reported  
Container Construction Thickness: 0000250  
Leak Detection: Stock Inventor

Tank Num: 003  
Container Num: 3  
Year Installed: 1970  
Tank Capacity: 00010000  
Tank Used for: PRODUCT  
Type of Fuel: Not reported  
Container Construction Thickness: 0000250  
Leak Detection: Stock Inventor

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

94855 (Continued)

U001561798

Tank Num: 004  
Container Num: 4  
Year Installed: 1970  
Tank Capacity: 00001000  
Tank Used for: WASTE  
Type of Fuel: Not reported  
Container Construction Thickness: 0000130  
Leak Detection: Stock Inventor

B13  
SE  
< 1/8  
0.019 mi.  
100 ft.

ANDREA BELOTTA  
6530 S SEPULVEDA BLVD  
LA, CA 90000

CA SWEEPS UST S106922682  
N/A

Site 2 of 15 in cluster B

Relative:  
Higher

SWEEPS UST:

Actual:  
33 ft.

Name: ANDREA BELOTTA  
Address: 6530 S SEPULVEDA BLVD  
City: LA  
Status: Not reported  
Comp Number: 5643  
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

B14  
SE  
< 1/8  
0.019 mi.  
100 ft.

H & H PROPERTY  
6530 SEPULVEDA  
LOS ANGELES, CA 90045

CA LUST S105024687  
CA HIST CORTESE N/A  
CA CERS

Site 3 of 15 in cluster B

Relative:  
Higher

LUST:

Actual:  
33 ft.

Name: H & H PROPERTY  
Address: 6530 SEPULVEDA BLVD  
City,State,Zip: WESTCHESTER, CA 90045  
Lead Agency: LOS ANGELES RWQCB (REGION 4)  
Case Type: LUST Cleanup Site  
Geo Track: [http://geotracker.waterboards.ca.gov/profile\\_report.asp?global\\_id=T0603701059](http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603701059)  
Global Id: T0603701059  
Latitude: 33.9803404  
Longitude: -118.3944812  
Status: Completed - Case Closed  
Status Date: 07/17/1996  
Case Worker: YR  
RB Case Number: 900450361

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**H & H PROPERTY (Continued)**

**S105024687**

Local Agency: LOS ANGELES, CITY OF  
File Location: Not reported  
Local Case Number: Not reported  
Potential Media Affect: Aquifer used for drinking water supply  
Potential Contaminants of Concern: Other Solvent or Non-Petroleum Hydrocarbon  
Site History: Not reported

**LUST:**

Global Id: T0603701059  
Contact Type: Local Agency Caseworker  
Contact Name: ELOY LUNA  
Organization Name: LOS ANGELES, CITY OF  
Address: 200 North Main Street, Suite 1780  
City: LOS ANGELES  
Email: eloy.luna@lacity.org  
Phone Number: Not reported

Global Id: T0603701059  
Contact Type: Regional Board Caseworker  
Contact Name: YUE RONG  
Organization Name: LOS ANGELES RWQCB (REGION 4)  
Address: 320 W. 4TH ST., SUITE 200  
City: Los Angeles  
Email: yrong@waterboards.ca.gov  
Phone Number: Not reported

**LUST:**

Global Id: T0603701059  
Action Type: Other  
Date: 07/11/1989  
Action: Leak Reported

**LUST:**

Global Id: T0603701059  
Status: Open - Case Begin Date  
Status Date: 02/27/1989

Global Id: T0603701059  
Status: Open - Site Assessment  
Status Date: 02/27/1989

Global Id: T0603701059  
Status: Open - Remediation  
Status Date: 07/28/1989

Global Id: T0603701059  
Status: Open - Remediation  
Status Date: 08/30/1989

Global Id: T0603701059  
Status: Completed - Case Closed  
Status Date: 07/17/1996

**HIST CORTESE:**

edr\_fname: H & H PROPERTY

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**H & H PROPERTY (Continued)**

**S105024687**

edr\_fadd1: 6530 SEPULVEDA  
City,State,Zip: LOS ANGELES, CA 90045  
Region: CORTESE  
Facility County Code: 19  
Reg By: LTNKA  
Reg Id: 900450361

**CERS:**

Name: H & H PROPERTY  
Address: 6530 SEPULVEDA BLVD  
City,State,Zip: WESTCHESTER, CA 90045  
Site ID: 202354  
CERS ID: T0603701059  
CERS Description: Leaking Underground Storage Tank Cleanup Site

**Affiliation:**

Affiliation Type Desc: Local Agency Caseworker  
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF  
Entity Title: Not reported  
Affiliation Address: 200 North Main Street, Suite 1780  
Affiliation City: LOS ANGELES  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Regional Board Caseworker  
Entity Name: YUE RONG - LOS ANGELES RWQCB (REGION 4)  
Entity Title: Not reported  
Affiliation Address: 320 W. 4TH ST., SUITE 200  
Affiliation City: Los Angeles  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

**B15**  
**SE**  
**< 1/8**  
**0.019 mi.**  
**100 ft.**

**94855-CHEVRON STATION**  
**6530 SEPULVEDA BLVD**  
**LA, CA 90000**

**CA FID UST S106027481**  
**N/A**

**Site 4 of 15 in cluster B**

**Relative:**  
**Higher**

**CA FID UST:**

**Actual:**  
**33 ft.**

Facility ID: 19005667  
Regulated By: UTKNI  
Regulated ID: 00062682  
Cortese Code: Not reported  
SIC Code: Not reported  
Facility Phone: 2136947000  
Mail To: Not reported  
Mailing Address: 575 MARKET ST  
Mailing Address 2: Not reported  
Mailing City,St,Zip: LOS ANGELES 900450000  
Contact: Not reported  
Contact Phone: Not reported  
DUNs Number: Not reported  
NPDES Number: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**94855-CHEVRON STATION (Continued)**

**S106027481**

EPA ID: Not reported  
Comments: Not reported  
Status: Inactive  
  
Facility ID: 19005667  
Regulated By: UTKNI  
Regulated ID: Not reported  
Cortese Code: Not reported  
SIC Code: Not reported  
Facility Phone: 2136416229  
Mail To: Not reported  
Mailing Address: 6530 S SEPULVEDA BLVD  
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: Inactive

**B16  
SE  
< 1/8  
0.019 mi.  
100 ft.**

**H & H PROPERTY  
6530 SEPULVEDA BLVD  
WESTCHESTER, CA 90045  
  
Site 5 of 15 in cluster B**

**CA LUST 1000434361  
CA Cortese N/A**

**Relative:  
Higher  
  
Actual:  
33 ft.**

LUST REG 4:  
Region: 4  
Regional Board: 04  
County: Los Angeles  
Facility Id: 900450361  
Status: Case Closed  
Substance: Hydrocarbons  
Substance Quantity: Not reported  
Local Case No: Not reported  
Case Type: Groundwater  
Abatement Method Used at the Site: OT  
Global ID: T0603701059  
W Global ID: Not reported  
Staff: UNK  
Local Agency: 19050  
Cross Street: CENTINELA AVE  
Enforcement Type: Not reported  
Date Leak Discovered: Not reported  
Date Leak First Reported: 7/11/1989  
Date Leak Record Entered: 2/11/1997  
Date Confirmation Began: Not reported  
Date Leak Stopped: Not reported  
Date Case Last Changed on Database: 7/26/1989  
Date the Case was Closed: 7/17/1996  
How Leak Discovered: Not reported  
How Leak Stopped: Not reported  
Cause of Leak: Not reported  
Leak Source: Not reported  
Operator: FORMER CHEVRON #9-4855  
Water System: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**H & H PROPERTY (Continued)**

**1000434361**

Well Name: Not reported  
Approx. Dist To Production Well (ft): 9773.287160274430439047808776  
Source of Cleanup Funding: Not reported  
Preliminary Site Assessment Workplan Submitted: Not reported  
Preliminary Site Assessment Began: Not reported  
Pollution Characterization Began: 2/27/1989  
Remediation Plan Submitted: 7/28/1989  
Remedial Action Underway: 8/30/1989  
Post Remedial Action Monitoring Began: Not reported  
Enforcement Action Date: Not reported  
Historical Max MTBE Date: Not reported  
Hist Max MTBE Conc in Groundwater: Not reported  
Hist Max MTBE Conc in Soil: Not reported  
Significant Interim Remedial Action Taken: Not reported  
GW Qualifier: Not reported  
Soil Qualifier: Not reported  
Organization: Not reported  
Owner Contact: Not reported  
Responsible Party: H & H PROPERTIES  
RP Address: 6701 CENTER DRIVE WEST, SUITE 400, LOS ANGELES CA 90045  
Program: LUST  
Lat/Long: 33.9803404 / -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: SITE IS PART OF HOWARD HUGHES PROPERTY WHICH HAS  
GROUNDWATERCONTAMINATION.  
BOTH ADDRESSES 6540/6530 ARE INCLUDED IN THIS CLOSURE LETTERPER DAB  
3/17/97 DISCUSS WITH EH DATED 3/14/97

**CORTESE:**

Name: H & H PROPERTY  
Address: 6530 SEPULVEDA BLVD  
City,State,Zip: WESTCHESTER, CA 90045  
Region: CORTESE  
Envirostor Id: Not reported  
Global ID: T0603701059  
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  
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

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**H & H PROPERTY (Continued)**

**1000434361**

File Name: Active Open

**B17  
SE  
< 1/8  
0.019 mi.  
100 ft.**

**BELOTTO AUTO SERVICE  
6530 SEPULVEDA  
LOS ANGELES, CA 90045**

**EDR Hist Auto 1021097426  
N/A**

**Site 6 of 15 in cluster B**

**Relative:  
Higher**

EDR Hist Auto

**Actual:  
33 ft.**

Year: Name:  
1985 BELOTTO AUTO SERVICE  
1986 BELOTTO AUTO SERVICE  
1987 BELOTTO AUTO SERVICE  
1988 BELOTTO AUTO SERVICE

Type:  
General Automotive Repair Shops  
General Automotive Repair Shops  
General Automotive Repair Shops  
General Automotive Repair Shops

**B18  
SE  
< 1/8  
0.019 mi.  
100 ft.**

**94855-CHEVRON STATION  
6530 SEPULVEDA BLVD  
LOS ANGELES, CA 90045**

**CA SWEEPS UST S106922287  
N/A**

**Site 7 of 15 in cluster B**

**Relative:  
Higher**

SWEEPS UST:

**Actual:  
33 ft.**

Name: 94855-CHEVRON STATION  
Address: 6530 SEPULVEDA BLVD  
City: LOS ANGELES  
Status: Not reported  
Comp Number: 3570  
Number: Not reported  
Board Of Equalization: 44-013114  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 19-050-003570-000001  
Tank Status: Not reported  
Capacity: 5000  
Active Date: Not reported  
Tank Use: CHEMICAL  
STG: PRODUCT  
Content: UNKNOWN  
Number Of Tanks: 4

Name: 94855-CHEVRON STATION  
Address: 6530 SEPULVEDA BLVD  
City: LOS ANGELES  
Status: Not reported  
Comp Number: 3570  
Number: Not reported  
Board Of Equalization: 44-013114  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 19-050-003570-000002  
Tank Status: Not reported



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**94855-CHEVRON STATION (Continued)**

**S106922287**

Capacity: 10000  
Active Date: Not reported  
Tank Use: CHEMICAL  
STG: PRODUCT  
Content: UNKNOWN  
Number Of Tanks: Not reported

Name: 94855-CHEVRON STATION  
Address: 6530 SEPULVEDA BLVD  
City: LOS ANGELES  
Status: Not reported  
Comp Number: 3570  
Number: Not reported  
Board Of Equalization: 44-013114  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 19-050-003570-000003  
Tank Status: Not reported  
Capacity: 10000  
Active Date: Not reported  
Tank Use: CHEMICAL  
STG: PRODUCT  
Content: UNKNOWN  
Number Of Tanks: Not reported

Name: 94855-CHEVRON STATION  
Address: 6530 SEPULVEDA BLVD  
City: LOS ANGELES  
Status: Not reported  
Comp Number: 3570  
Number: Not reported  
Board Of Equalization: 44-013114  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 19-050-003570-000004  
Tank Status: Not reported  
Capacity: 1000  
Active Date: Not reported  
Tank Use: CHEMICAL  
STG: PRODUCT  
Content: UNKNOWN  
Number Of Tanks: Not reported

**B19**  
**SE**  
**< 1/8**  
**0.019 mi.**  
**100 ft.**

**94855**  
**6530 SEPULEVDA BLVD**  
**LOS ANGELES, CA 90045**

**Site 8 of 15 in cluster B**

**CA HIST UST** **S118407114**  
**N/A**

**Relative:** HIST UST:  
**Higher** Name: 94855  
**Actual:** Address: 6530 SEPULEVDA BLVD  
**33 ft.** City,State,Zip: LOS ANGELES, CA 90045  
File Number: 00026DC7

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

94855 (Continued)

S118407114

URL: <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026DC7.pdf>  
Region: Not reported  
Facility ID: Not reported  
Facility Type: Not reported  
Other Type: Not reported  
Contact Name: Not reported  
Telephone: Not reported  
Owner Name: Not reported  
Owner Address: Not reported  
Owner City,St,Zip: Not reported  
Total Tanks: Not reported  
  
Tank Num: Not reported  
Container Num: Not reported  
Year Installed: Not reported  
Tank Capacity: Not reported  
Tank Used for: Not reported  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: Not reported

[Click here for Geo Tracker PDF:](#)

B20  
SE  
< 1/8  
0.020 mi.  
108 ft.

FIX HILLS CAR WASH  
6540 S SEPULVEDA BL  
LOS ANGELES, CA 90045

CA HIST UST U001561838  
N/A

Site 9 of 15 in cluster B

Relative:  
Higher

Actual:  
33 ft.

HIST UST:  
Name: FIX HILLS CAR WASH  
Address: 6540 S SEPULVEDA BL  
City,State,Zip: LOS ANGELES, CA 90045  
File Number: 000284FE  
URL: <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000284FE.pdf>  
Region: STATE  
Facility ID: 00000016889  
Facility Type: Gas Station  
Other Type: Not reported  
Contact Name: VAHID LADJEVARDI  
Telephone: 2136491135  
Owner Name: VAHID LADJEVARDI  
Owner Address: 1417 BEVERLY GLEN BL.  
Owner City,St,Zip: LOS ANGELES, CA 90024  
Total Tanks: 0003  
  
Tank Num: 001  
Container Num: 3  
Year Installed: Not reported  
Tank Capacity: 00008000  
Tank Used for: PRODUCT  
Type of Fuel: DIESEL  
Container Construction Thickness: Not reported  
Leak Detection: Stock Inventor  
  
Tank Num: 002  
Container Num: 1  
Year Installed: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**FIX HILLS CAR WASH (Continued)**

**U001561838**

Tank Capacity: 00008000  
Tank Used for: PRODUCT  
Type of Fuel: UNLEADED  
Container Construction Thickness: Not reported  
Leak Detection: Stock Inventor

Tank Num: 003  
Container Num: 2  
Year Installed: Not reported  
Tank Capacity: 00008000  
Tank Used for: PRODUCT  
Type of Fuel: PREMIUM  
Container Construction Thickness: Not reported  
Leak Detection: Stock Inventor

[Click here for Geo Tracker PDF:](#)

**B21**  
**SE**  
**< 1/8**  
**0.020 mi.**  
**108 ft.**

**HOWARD HUGHES PROP LOT #2**  
**6540 SEPULVEDA BLVD**  
**WESTCHESTER, CA 90045**  
**Site 10 of 15 in cluster B**

**CA LUST S105024688**  
**CA HIST CORTESE N/A**

**Relative:**  
**Higher**  
**Actual:**  
**33 ft.**

LUST:  
Name: HOWARD HUGHES PROP LOT #2  
Address: 6540 SEPULVEDA BLVD  
City,State,Zip: WESTCHESTER, CA 90045  
Lead Agency: LOS ANGELES RWQCB (REGION 4)  
Case Type: LUST Cleanup Site  
Geo Track: [http://geotracker.waterboards.ca.gov/profile\\_report.asp?global\\_id=T0603701036](http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603701036)  
Global Id: T0603701036  
Latitude: 33.9802804  
Longitude: -118.3944612  
Status: Completed - Case Closed  
Status Date: 07/17/1996  
Case Worker: YR  
RB Case Number: 900450107  
Local Agency: LOS ANGELES, CITY OF  
File Location: Not reported  
Local Case Number: Not reported  
Potential Media Affect: Soil  
Potential Contaminants of Concern: Gasoline  
Site History: Not reported

LUST:  
Global Id: T0603701036  
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](mailto:eloy.luna@lacity.org)  
Phone Number: Not reported  
  
Global Id: T0603701036  
Contact Type: Regional Board Caseworker  
Contact Name: YUE RONG  
Organization Name: LOS ANGELES RWQCB (REGION 4)

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HOWARD HUGHES PROP LOT #2 (Continued)**

**S105024688**

Address: 320 W. 4TH ST., SUITE 200  
City: Los Angeles  
Email: yrong@waterboards.ca.gov  
Phone Number: Not reported

**LUST:**

Global Id: T0603701036  
Action Type: Other  
Date: 06/27/1988  
Action: Leak Reported

**LUST:**

Global Id: T0603701036  
Status: Open - Case Begin Date  
Status Date: 06/27/1988

Global Id: T0603701036  
Status: Open - Site Assessment  
Status Date: 01/30/1989

Global Id: T0603701036  
Status: Open - Remediation  
Status Date: 01/09/1992

Global Id: T0603701036  
Status: Completed - Case Closed  
Status Date: 07/17/1996

**HIST CORTESE:**

edr\_fname: HOWARD HUGHES PROP LOT #2  
edr\_fadd1: 6540 SEPULVEDA  
City,State,Zip: LOS ANGELES, CA 90045  
Region: CORTESE  
Facility County Code: 19  
Reg By: LTNKA  
Reg Id: 900450107

**B22**  
**SE**  
**< 1/8**  
**0.020 mi.**  
**108 ft.**

**CURRENT OCCUPANT**  
**6540 S SEPULVEDA BLVD**  
**LOS ANGELES, CA 90045**

**CA SWEEPS UST** **S101582894**  
**CA FID UST** **N/A**

**Site 11 of 15 in cluster B**

**Relative:**  
**Higher**  
**Actual:**  
**33 ft.**

**SWEEPS UST:**

Name: CURRENT OCCUPANT  
Address: 6540 S SEPULVEDA BLVD  
City: LOS ANGELES  
Status: Not reported  
Comp Number: 1029  
Number: Not reported  
Board Of Equalization: 44-031782  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CURRENT OCCUPANT (Continued)**

**S101582894**

SWRCB Tank Id: 19-050-001029-000001  
Tank Status: Not reported  
Capacity: 8000  
Active Date: Not reported  
Tank Use: M.V. FUEL  
STG: PRODUCT  
Content: DIESEL  
Number Of Tanks: 3

Name: CURRENT OCCUPANT  
Address: 6540 S SEPULVEDA BLVD  
City: LOS ANGELES  
Status: Not reported  
Comp Number: 1029  
Number: Not reported  
Board Of Equalization: 44-031782  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 19-050-001029-000002  
Tank Status: Not reported  
Capacity: 8000  
Active Date: Not reported  
Tank Use: M.V. FUEL  
STG: PRODUCT  
Content: REG UNLEADED  
Number Of Tanks: Not reported

Name: CURRENT OCCUPANT  
Address: 6540 S SEPULVEDA BLVD  
City: LOS ANGELES  
Status: Not reported  
Comp Number: 1029  
Number: Not reported  
Board Of Equalization: 44-031782  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 19-050-001029-000003  
Tank Status: Not reported  
Capacity: 8000  
Active Date: Not reported  
Tank Use: M.V. FUEL  
STG: PRODUCT  
Content: REG UNLEADED  
Number Of Tanks: Not reported

**CA FID UST:**

Facility ID: 19001784  
Regulated By: UTKNI  
Regulated ID: 00016889  
Cortese Code: Not reported  
SIC Code: Not reported  
Facility Phone: 2130000000  
Mail To: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CURRENT OCCUPANT (Continued)**

**S101582894**

Mailing Address: 6540 S SEPULVEDA BLVD  
Mailing Address 2: Not reported  
Mailing City,St,Zip: LOS ANGELES 900450000  
Contact: Not reported  
Contact Phone: Not reported  
DUNS Number: Not reported  
NPDES Number: Not reported  
EPA ID: Not reported  
Comments: Not reported  
Status: Inactive

**B23**  
**SE**  
**< 1/8**  
**0.020 mi.**  
**108 ft.**

**GRUSKIN H ENTERPRISES INC**  
**6540 S SEPULVEDA BLVD**  
**LOS ANGELES, CA 90045**

**EDR Hist Auto**

**1022089424**  
**N/A**

**Site 12 of 15 in cluster B**

**Relative:**  
**Higher**

EDR Hist Auto

**Actual:**  
**33 ft.**

Year:	Name:	Type:
1978	GRUSKIN H ENTERPRISES INC	Carwashes
1979	GRUSKIN H ENTERPRISES INC	Gasoline Service Stations

**B24**  
**SE**  
**< 1/8**  
**0.020 mi.**  
**108 ft.**

**HOWARD HUGHES PROP LOT #2**  
**6540 SEPULVEDA BLVD**  
**WESTCHESTER, CA 90045**

**CA LUST**  
**CA Cortese**  
**CA CERS**

**S100273176**  
**N/A**

**Site 13 of 15 in cluster B**

**Relative:**  
**Higher**

LUST REG 4:

**Actual:**  
**33 ft.**

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900450107	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Pump and Treat Groundwater
Global ID:	T0603701036	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	CENTINELA	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		6/27/1988
Date Leak Record Entered:	7/1/1988	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		7/10/1995
Date the Case was Closed:		7/17/1996
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HOWARD HUGHES PROP LOT #2 (Continued)**

**S100273176**

Leak Source: Not reported  
Operator: Not reported  
Water System: Not reported  
Well Name: Not reported  
Approx. Dist To Production Well (ft): 9756.950870552702951248565682  
Source of Cleanup Funding: Not reported  
Preliminary Site Assessment Workplan Submitted: Not reported  
Preliminary Site Assessment Began: Not reported  
Pollution Characterization Began: 1/30/1989  
Remediation Plan Submitted: Not reported  
Remedial Action Underway: 1/9/1992  
Post Remedial Action Monitoring Began: Not reported  
Enforcement Action Date: Not reported  
Historical Max MTBE Date: Not reported  
Hist Max MTBE Conc in Groundwater: Not reported  
Hist Max MTBE Conc in Soil: Not reported  
Significant Interim Remedial Action Taken: Yes  
GW Qualifier: Not reported  
Soil Qualifier: Not reported  
Organization: Not reported  
Owner Contact: Not reported  
Responsible Party: H & H PROPERTIES  
RP Address: 6701 CENTER DRIVE WEST, #1400, LOS ANGELES, CA 90045  
Program: LUST  
Lat/Long: 33.9802804 / -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: 04/04/96 - 2ND CLOSURE LETTER (PER EH 1/10/97) HOWARD  
HUGHES PROPERTIES LOT #2 ALSO INCLUDES 6530 SEPULVEDABLVD, PER EH  
DISCUSSION 3/14/97. BOTH ADDRESS 6540/6530 ARE INCLUDED IN THIS  
CLOSURE LETTER PER DAB

**CORTESE:**

Name: HOWARD HUGHES PROP LOT #2  
Address: 6540 SEPULVEDA BLVD  
City,State,Zip: WESTCHESTER, CA 90045  
Region: CORTESE  
Envirostor Id: Not reported  
Global ID: T0603701036  
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  
Flag: active  
Order No: Not reported  
Waste Discharge System No: Not reported  
Effective Date: Not reported  
Region 2: Not reported



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HOWARD HUGHES PROP LOT #2 (Continued)**

**S100273176**

WID Id: Not reported  
Solid Waste Id No: Not reported  
Waste Management Unit Name: Not reported  
File Name: Active Open

**CERS:**

Name: HOWARD HUGHES PROP LOT #2  
Address: 6540 SEPULVEDA BLVD  
City, State, Zip: WESTCHESTER, CA 90045  
Site ID: 239419  
CERS ID: T0603701036  
CERS Description: Leaking Underground Storage Tank Cleanup Site

**Affiliation:**

Affiliation Type Desc: Regional Board Caseworker  
Entity Name: YUE RONG - LOS ANGELES RWQCB (REGION 4)  
Entity Title: Not reported  
Affiliation Address: 320 W. 4TH ST., SUITE 200  
Affiliation City: Los Angeles  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Local Agency Caseworker  
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF  
Entity Title: Not reported  
Affiliation Address: 200 North Main Street, Suite 1780  
Affiliation City: LOS ANGELES  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

**A25**  
**West**  
**< 1/8**  
**0.020 mi.**  
**108 ft.**

**ALLIED ENVIRONMENTAL**  
**6300 ARIZONA CIR**  
**LOS ANGELES, CA 90045**

**CA SWEEPS UST** **S101586175**  
**CA FID UST** **N/A**

**Site 12 of 12 in cluster A**

**Relative:**  
**Higher**

**Actual:**  
**30 ft.**

**SWEEPS UST:**  
Name: ALLIED ENVIRONMENTAL  
Address: 6300 ARIZONA CIR  
City: LOS ANGELES  
Status: Not reported  
Comp Number: 7109  
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

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**ALLIED ENVIRONMENTAL (Continued)**

**S101586175**

STG: Not reported  
Content: Not reported  
Number Of Tanks: 0

**CA FID UST:**

Facility ID: 19040398  
Regulated By: UTNKA  
Regulated ID: Not reported  
Cortese Code: Not reported  
SIC Code: Not reported  
Facility Phone: 2130000000  
Mail To: Not reported  
Mailing Address: 6300 ARIZONA CIR  
Mailing Address 2: Not reported  
Mailing City,St,Zip: LOS ANGELES 900450000  
Contact: Not reported  
Contact Phone: Not reported  
DUNs Number: Not reported  
NPDES Number: Not reported  
EPA ID: Not reported  
Comments: Not reported  
Status: Active

**C26**  
**SW**  
**< 1/8**  
**0.027 mi.**  
**141 ft.**

**CHARTER COMMUNICATIONS LLC**  
**6305 ARIZONA PL**  
**LOS ANGELES, CA 91754**

**RCRA NonGen / NLR 1026055039**  
**CAL000451219**

**Site 1 of 7 in cluster C**

**Relative:**  
**Higher**

RCRA NonGen / NLR:

**Actual:**  
**34 ft.**

Date form received by agency: 2019-12-10 00:00:00.0  
Facility name: CHARTER COMMUNICATIONS LLC  
Facility address: 6305 ARIZONA PL  
LOS ANGELES, CA 91754  
EPA ID: CAL000451219  
Mailing address: 6399 S FIDDLERS GREEN CIR STE 600  
GREENWOOD VILLAGE, CO 80111  
Contact: LAUREN CRANMER  
Contact address: 400 ATLANTIC ST  
STAMFORD, CT 06901  
Contact country: Not reported  
Contact telephone: 203-428-0178  
Contact email: LAUREN.CRANMER@CHARTER.COM  
EPA Region: 09  
Classification: Non-Generator  
Description: Handler: Non-Generators do not presently generate hazardous waste

**Owner/Operator Summary:**

Owner/operator name: CHARTER COMMUNICATIONS LLC  
Owner/operator address: 6399 S FIDDLERS GREEN CIR STE 600  
GREENWOOD VILLAGE, CO 80111  
Owner/operator country: Not reported  
Owner/operator telephone: 203-428-0178  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CHARTER COMMUNICATIONS LLC (Continued)**

**1026055039**

Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported  
  
Owner/operator name: LAUREN CRANMER  
Owner/operator address: 400 ATLANTIC ST  
STAMFORD, CT 06901  
  
Owner/operator country: Not reported  
Owner/operator telephone: 203-428-0178  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

**Handler Activities Summary:**

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): Not reported  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Violation Status: No violations found

**C27**  
**SW**  
**< 1/8**  
**0.027 mi.**  
**141 ft.**

**CA-852\_WAREHOUSE\_CHARTER COMMUNICATIONS**  
**6305 ARIZONA PLACE**  
**LOS ANGELES, CA 90045**

**CA HAZMAT** **S121780646**  
**CA CERS** **N/A**

**Site 2 of 7 in cluster C**

**Relative:**  
**Higher**  
  
**Actual:**  
**34 ft.**

LOS ANGELES HM:  
Name: CHARTER COMMUNICATIONS CA-852  
Address: 6305 ARIZONA PL  
City,State,Zip: LOS ANGELES, CA 90045  
Facility ID: FA0037819  
Last Run Date: 06/01/2019  
Status: ACTIVE

**CERS:**

Name: CA-852\_WAREHOUSE\_CHARTER COMMUNICATIONS  
Address: 6305 ARIZONA PLACE  
City,State,Zip: LOS ANGELES, CA 90045  
Site ID: 420535  
CERS ID: 10128769  
CERS Description: Chemical Storage Facilities

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

CA-852\_WAREHOUSE\_CHARTER COMMUNICATIONS (Continued)

S121780646

Evaluation:

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 02-12-2015  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Not reported  
Eval Division: Los Angeles City Fire Department  
Eval Program: HMRRP  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 03-02-2018  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Inspection Report Consent to enter, inspect and take photographs was given by: JERRY LACSAMANA Documents uploaded to CERS were reviewed and field verified. The following is a list items that need to be corrected: NOTE: NO VIOLATIONS OBSERVED The LAMC, Sections (L.A.M.C. SECTIONS 57.105.1.4; 57.120.3; 57.121.2 and 57.121.2.1. ) requires business that store, uses or handle hazardous materials in the City of Los Angeles to obtain a Consolidated Permit from the Los Angeles Fire Department CUPA. To receive a Consolidated Permit you must satisfy the following requirement: \*\*\*\* Annual submission of a hazardous materials business plan to CERS by March 1 of every year. Please remember that any change in inventory of greater than 100 percent will require new submission within 30 days of that change. For new CERS users, please follow the procedures below: 1. Log in to <http://cers.calepa.ca.gov> to create a user name and password. The approval will take 2-3 days and [Truncated]  
Eval Division: Los Angeles City Fire Department  
Eval Program: HMRRP  
Eval Source: CERS

Affiliation:

Affiliation Type Desc: Identification Signer  
Entity Name: Bryan Chen, Agent for Charter Communications  
Entity Title: Senior Engineer  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner  
Entity Name: Charter Communications  
Entity Title: Not reported  
Affiliation Address: 320 Commerce, Suite 200, c/o Arcadis, ATTN: John Falcetti  
Affiliation City: IRVINE  
Affiliation State: CA  
Affiliation Country: United States  
Affiliation Zip: 92602  
Affiliation Phone: (203) 428-0178

Affiliation Type Desc: CUPA District  
Entity Name: Los Angeles City Fire Department

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CA-852\_WAREHOUSE\_CHARTER COMMUNICATIONS (Continued)**

**S121780646**

Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Room 1780
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012
Affiliation Phone:	(213) 978-3680
Affiliation Type Desc:	Environmental Contact
Entity Name:	Lauren Cranmer
Entity Title:	Not reported
Affiliation Address:	320 Commerce, Suite 200, c/o Arcadis, ATTN: John Falcetti
Affiliation City:	IRVINE
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92602
Affiliation Phone:	Not reported
Affiliation Type Desc:	Document Preparer
Entity Name:	ARCADIS U.S., Inc.
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	320 Commerce, Suite 200, c/o Arcadis, ATTN: John Falcetti
Affiliation City:	IRVINE
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92602
Affiliation Phone:	Not reported
Affiliation Type Desc:	Operator
Entity Name:	Charter Communications
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) 466-9897
Affiliation Type Desc:	Parent Corporation
Entity Name:	Charter Communications
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D28**  
**NE**  
**< 1/8**  
**0.033 mi.**  
**173 ft.**  
**PACIFICA PLAZA OFFICE BLDG**  
**6101 CENTINELA AVE**  
**CULVER CITY, CA**  
**Site 1 of 2 in cluster D**

**CA SWEEPS UST** **S106930437**  
**N/A**

**Relative:** SWEEPS UST:  
**Higher** Name: PACIFICA PLAZA OFFICE BLDG  
Address: 6101 CENTINELA AVE  
**Actual:** City: CULVER CITY  
**34 ft.** Status: Active  
Comp Number: 14836  
Number: 9  
Board Of Equalization: Not reported  
Referral Date: 06-30-89  
Action Date: Not reported  
Created Date: 06-30-89  
Owner Tank Id: Not reported  
SWRCB Tank Id: Not reported  
Tank Status: Not reported  
Capacity: Not reported  
Active Date: Not reported  
Tank Use: Not reported  
STG: Not reported  
Content: Not reported  
Number Of Tanks: Not reported

**D29**  
**NE**  
**< 1/8**  
**0.038 mi.**  
**201 ft.**  
**GRUSKIN H ENTERPRISES INC**  
**6540 SEPULVEDA BLVD**  
**CULVER CITY, CA 90230**  
**Site 2 of 2 in cluster D**

**EDR Hist Auto** **1020498376**  
**N/A**

**Relative:** EDR Hist Auto  
**Higher**  
**Actual:** Year: Name: Type:  
**31 ft.** 1980 GRUSKIN H ENTERPRISES INC Carwashes

**B30**  
**ESE**  
**< 1/8**  
**0.043 mi.**  
**227 ft.**  
**HOWARD HUGHES PROPERTIES**  
**6601 CENTER DR W**  
**LOS ANGELES, CA 90045**  
**Site 14 of 15 in cluster B**

**CA UST** **U003780535**  
**N/A**

**Relative:** UST:  
**Lower** Name: BRE HH PROPERTY OWNER, LLC  
**Actual:** Address: 6601 CENTER DR W  
**29 ft.** City,State,Zip: LOS ANGELES, CA 90045  
Facility ID: FA0033473  
Permitting Agency: Los Angeles City Fire Department  
Latitude: 33.97996  
Longitude: -118.39398  
  
Name: HOWARD HUGHES PROPERTIES  
Address: 6601 CENTER DR W  
City,State,Zip: LOS ANGELES, CA 90045  
Facility ID: 24099  
Permitting Agency: LOS ANGELES, CITY OF

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HOWARD HUGHES PROPERTIES (Continued)**

**U003780535**

Latitude: 33.9814296  
Longitude: -118.3925256

**LOS ANGELES UST:**

Name: BRE HH PROPERTY OWNER  
Address: 6601 CENTER DR W  
City,State,Zip: LOS ANGELES, CA 90045  
Facility ID: FA0033473  
Last Run Date: 06/01/2019  
Status: ACTIVE

**B31  
ESE  
< 1/8  
0.043 mi.  
227 ft.**

**HOWARD HUGHES PROPERTIES  
6601 CENTER DR  
LOS ANGELES, CA 90000**

**Site 15 of 15 in cluster B**

**CA SWEEPS UST  
CA CERS TANKS  
CA HAZMAT  
CA CERS**

**S106927405  
N/A**

**Relative:  
Lower**

**SWEEPS UST:**

**Actual:  
29 ft.**

Name: HOWARD HUGHES PROPERTIES  
Address: 6601 CENTER DR  
City: LOS ANGELES  
Status: Active  
Comp Number: 8253  
Number: 1  
Board Of Equalization: Not reported  
Referral Date: 09-23-93  
Action Date: 09-23-93  
Created Date: 09-23-93  
Owner Tank Id: Not reported  
SWRCB Tank Id: Not reported  
Tank Status: Not reported  
Capacity: Not reported  
Active Date: Not reported  
Tank Use: Not reported  
STG: Not reported  
Content: Not reported  
Number Of Tanks: Not reported

**CERS TANKS:**

Name: BRE HH PROPERTY OWNER, LLC  
Address: 6601 CENTER DR W  
City,State,Zip: LOS ANGELES, CA 90045  
Site ID: 163571  
CERS ID: 10257010  
CERS Description: Underground Storage Tank

**LOS ANGELES HM:**

Name: BRE HH PROPERTY OWNER  
Address: 6601 CENTER DR W  
City,State,Zip: LOS ANGELES, CA 90045  
Facility ID: FA0033473  
Last Run Date: 06/01/2019  
Status: ACTIVE

**CERS:**

Name: BRE HH PROPERTY OWNER, LLC



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HOWARD HUGHES PROPERTIES (Continued)**

**S106927405**

Address: 6601 CENTER DR W  
City,State,Zip: LOS ANGELES, CA 90045  
Site ID: 163571  
CERS ID: 10257010  
CERS Description: Chemical Storage Facilities

**Violations:**

Site ID: 163571  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-13-2015  
Citation: HSC 6.95 25508.2 - California Health and Safety Code, Chapter 6.95, Section(s) 25508.2  
Violation Description: Failure to annually review and electronically certify that the business plan is complete, accurate, and up-to-date.  
Violation Notes: Returned to compliance on 08/04/2016. OBSERVATION: The facility has not annually reviewed and certified that the business plan is complete, accurate, and up-to-date. CORRECTIVE ACTION: Review, revise, and certify the business plan electronically in the California Environmental Reporting System (CERS).OBSERVATION: The facility has not annually reviewed and certified that the business plan is complete, accurate, and up-to-date. CORRECTIVE ACTION: Review, revise, and certify the business plan electronically in the California Environmental Reporting System (CERS).  
Violation Division: Los Angeles City Fire Department  
Violation Program: HMRRP  
Violation Source: CERS

Site ID: 163571  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-13-2015  
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)  
Violation Description: Failure to complete and electronically submit a site map with all required content.  
Violation Notes: Returned to compliance on 08/04/2016. OBSERVATION: The annotated site map has not been completed and submitted to the CUPA. CORRECTIVE ACTION: Complete an annotated site map and submit electronically in the California Environmental Reporting System (CERS).  
Violation Division: Los Angeles City Fire Department  
Violation Program: HMRRP  
Violation Source: CERS

Site ID: 163571  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-04-2017  
Citation: HSC 6.75 25299.30-25299.34 - California Health and Safety Code, Chapter 6.75, Section(s) 25299.30-25299.34  
Violation Description: Failure to submit and maintain complete and current Certification of Financial Responsibility or other mechanism of financial assurance.  
Violation Notes: Returned to compliance on 06/14/2017.  
Violation Division: Los Angeles City Fire Department  
Violation Program: UST  
Violation Source: CERS

Site ID: 163571  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-13-2015  
Citation: HSC 6.95 25505.1 - California Health and Safety Code, Chapter 6.95,

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HOWARD HUGHES PROPERTIES (Continued)**

**S106927405**

Violation Description:	Section(s) 25505.1 Failure to notify property owner in writing that the business is subject to the business plan program and has complied with its provisions.
Violation Notes:	Returned to compliance on 08/04/2016. OBSERVATION: Failure to notify property owner in writing that the business is subject to the business plan program and has complied with its provisions. CORRECTIVE ACTION: Provide verification to the CUPA that the property owner has been properly notified.
Violation Division:	Los Angeles City Fire Department
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	163571
Site Name:	BRE HH PROPERTY OWNER, LLC
Violation Date:	05-13-2015
Citation:	23 CCR 16 2715(a) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(a)
Violation Description:	The owner/operator has failed to designate an UST operator or to inform the CUPA or any change in the designated UST operator(s) within 30 days after a change.
Violation Notes:	Returned to compliance on 08/04/2016. OBSERVATION: Owner/Operator does not have a DO or did not notify CUPA within 30 days of obtaining a DO. CORRECTIVE ACTION: Maintain a DO and/or notify the CUPA within 30 days of a change.
Violation Division:	Los Angeles City Fire Department
Violation Program:	UST
Violation Source:	CERS
Site ID:	163571
Site Name:	BRE HH PROPERTY OWNER, LLC
Violation Date:	05-13-2015
Citation:	HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4)
Violation Description:	Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years.
Violation Notes:	Returned to compliance on 08/04/2016. OBSERVATION: [INITIAL / ANNUAL] training documentation for all applicable employees was not available. CORRECTIVE ACTION: Submit documentation to the CUPA demonstrating that employees have received training on safe handling of hazardous materials and the Emergency Response Plan.
Violation Division:	Los Angeles City Fire Department
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	163571
Site Name:	BRE HH PROPERTY OWNER, LLC
Violation Date:	05-13-2015
Citation:	HSC 6.95 25505.1 - California Health and Safety Code, Chapter 6.95, Section(s) 25505.1
Violation Description:	Failure to provide a copy of the business plan to the owner or the owner's agent within five working days after receiving a request for a copy from the owner or the owner's agent.
Violation Notes:	Returned to compliance on 08/04/2016. OBSERVATION: The facility leases/rents the property and has [not notified the property owner in

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HOWARD HUGHES PROPERTIES (Continued)**

**S106927405**

writing that a HMBP is required for the business and complied with all of its provisions / not provided a copy of the business plan to the owner or the owners agent within five working days after receiving a request for a copy from the owner or the owners agent]. CORRECTIVE ACTION: Submit documentation to the CUPA demonstrating that you have complied with the requirement.

Violation Division: Los Angeles City Fire Department  
Violation Program: HMRRP  
Violation Source: CERS

Site ID: 163571  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-13-2015  
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)

Violation Description: Failure to establish and electronically submit an adequate emergency response plan and procedures for a release or threatened release of a hazardous material.

Violation Notes: Returned to compliance on 08/04/2016. OBSERVATION: An Emergency Response Plan and procedures has not been completed and submitted electronically to the CUPA. CORRECTIVE ACTION: Complete the emergency response plan and procedures to include all required content and submit electronically in the California Environmental Reporting System (CERS).

Violation Division: Los Angeles City Fire Department  
Violation Program: HMRRP  
Violation Source: CERS

Site ID: 163571  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-13-2015  
Citation: 23 CCR 16 2712(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(i)

Violation Description: Failure to submit, obtain approval, or maintain a complete/accurate response plan.

Violation Notes: Returned to compliance on 08/04/2016. OBSERVATION: Owner/Operator did not submit and/or maintain an approved response plan. CORRECTIVE ACTION: Submit and maintain an approved response plan.

Violation Division: Los Angeles City Fire Department  
Violation Program: UST  
Violation Source: CERS

Site ID: 163571  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-13-2015  
Citation: HSC 6.95 25507 - California Health and Safety Code, Chapter 6.95, Section(s) 25507

Violation Description: Failure to adequately establish and implement a business plan when storing/handling a hazardous material at or above reportable quantities.

Violation Notes: Returned to compliance on 08/04/2016. OBSERVATION: The training program for safe handling of hazardous materials has not been adequately implemented as demonstrated by [(DESCRIBE UNSAFE HANDLING IN REFERENCE TO THE MSDS) EXAMPLES: CONTAINERS, TANKS, AND TOTES MUST BE KEPT CLOSED UNLESS IN USE; STORED IN A MANNER TO PREVENT RUPTURE, LEAKING, OR STRUCTURAL DETERIORATION; COMPATIBLE WITH CONTENTS. STORAGE AREA MAINTAINED TO SEPARATE INCOMPATIBLES.] CORRECTIVE ACTION:

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HOWARD HUGHES PROPERTIES (Continued)**

**S106927405**

Submit photos to the CUPA demonstrating that the unsafe condition described above has been corrected and submit documentation demonstrating employees have received training on safe handling of hazardous materials.

Violation Division: Los Angeles City Fire Department  
Violation Program: HMRRP  
Violation Source: CERS

Site ID: 163571  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-13-2015  
Citation: 23 CCR 16 2715(a) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(a)  
Violation Description: Failure to submit statement of UST compliance and/or Designated Operator certification.  
Violation Notes: Returned to compliance on 08/04/2016. OBSERVATION: Owner/Operator did not submit UST compliance statement and/or Designated Operator current certification. CORRECTIVE ACTION: Submit UST compliance statement and/or Designated Operator current certification.

Violation Division: Los Angeles City Fire Department  
Violation Program: UST  
Violation Source: CERS

Site ID: 163571  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-13-2015  
Citation: HSC 6.95 25510(a) - California Health and Safety Code, Chapter 6.95, Section(s) 25510(a)  
Violation Description: Failure to report a release or threatened release of a hazardous material to the unified program agency and to OES.  
Violation Notes: Returned to compliance on 08/04/2016. OBSERVATION: A release/threatened release of [LIST QUANTITY AND MATERIAL] to the [LOCATION: SOIL/WATER/AIR/SEWER/ETC.] occurred on [DATE] was not reported to OES and the CUPA. CORRECTIVE ACTION: Submit documentation to the CUPA demonstrating that you have provided a verbal report of the release/threatened release listed above to OES. In addition submit documentation to this department demonstrating employees have received training on proper release reporting.

Violation Division: Los Angeles City Fire Department  
Violation Program: HMRRP  
Violation Source: CERS

Site ID: 163571  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-20-2019  
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: Returned to compliance on 06/26/2019. OBSERVATION: The business failed to complete and electronically submit a site map with all required content including: north orientation, loading area, internal roads, adjacent streets, storm and sewer drains, access and exit points, emergency shut offs, evacuation staging area, hazardous materials/waste storage areas and emergency response equipment. CORRECTIVE ACTION: Complete and electronically submit a site map with all required content. \*\*NOT ACCEPTED: Site map is missing elements.

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HOWARD HUGHES PROPERTIES (Continued)**

**S106927405**

Please update and resubmit the site map to include all required elements. 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: 163571  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-13-2015  
Citation: HSC 6.7 25286(a) - California Health and Safety Code, Chapter 6.7, Section(s) 25286(a)  
Violation Description: Failure to submit an complete and accurate application for a permit to operate an underground storage tank, or for renewal of the permit.  
Violation Notes: Returned to compliance on 08/04/2016. OBSERVATION: Owner/Operator did not submit and/or maintain an accurate UST Operating Permit Application for Facility information and/or Tank information. CORRECTIVE ACTION: Submit and maintain an accurate UST Operating Permit Application for Facility information and/or Tank information.

Violation Division: Los Angeles City Fire Department  
Violation Program: UST  
Violation Source: CERS

Site ID: 163571  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-13-2015  
Citation: HSC 6.7 25286 - California Health and Safety Code, Chapter 6.7, Section(s) 25286  
Violation Description: Failure to obtain and maintain a valid Board of Equalization account number.  
Violation Notes: Returned to compliance on 08/04/2016. OBSERVATION: Facility does not have a valid BOE number. CORRECTIVE ACTION: Obtain, submit, and maintain a valid Board of Equalization account number.

Violation Division: Los Angeles City Fire Department  
Violation Program: UST  
Violation Source: CERS

Site ID: 163571  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-13-2015  
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)  
Violation Description: Failure to establish and electronically submit an adequate training program in safety procedures in the event of a release or threatened release of a hazardous material.  
Violation Notes: Returned to compliance on 08/04/2016. OBSERVATION: The training program in the business plan is not reasonable and appropriate for the size of the business and the nature of the hazardous materials handled. CORRECTIVE ACTION: Revise the training program in the business plan to ensure it is reasonable and appropriate for the size of the business and the nature of the hazardous materials handled and submit electronically in the California Environmental Reporting System (CERS).

Violation Division: Los Angeles City Fire Department  
Violation Program: HMRRP  
Violation Source: CERS

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HOWARD HUGHES PROPERTIES (Continued)**

**S106927405**

Site ID: 163571  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-13-2015  
Citation: HSC 6.95 25508.1(f) - California Health and Safety Code, Chapter 6.95, Section(s) 25508.1(f)  
Violation Description: Failure to electronically update the business plan within 30 days of a substantial change.  
Violation Notes: Returned to compliance on 08/04/2016. OBSERVATION: The business plan has not been updated and submitted to the CUPA within 30 days of [LIST] CORRECTIVE ACTION: Review, revise, and certify the business plan electronically in the California Environmental Reporting System (CERS).  
Violation Division: Los Angeles City Fire Department  
Violation Program: HMRRP  
Violation Source: CERS

Site ID: 163571  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-20-2019  
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)  
Violation Description: Failure to establish and electronically submit an adequate emergency response plan and procedures for a release or threatened release of a hazardous material.  
Violation Notes: Returned to compliance on 06/26/2019. OBSERVATION: The business failed to establish and electronically submit adequate emergency response procedures for a release or threatened release of a hazardous material. CORRECTIVE ACTION: Establish and electronically submit adequate emergency response procedures for a release or threatened release of a hazardous material within 30 days. \*\*DID NOT COMPLETE PAGE 3 AND 4 OF CONTINGENCY PLAN  
Violation Division: Los Angeles City Fire Department  
Violation Program: HMRRP  
Violation Source: CERS

Site ID: 163571  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-13-2015  
Citation: 19 CCR 6.95 25508(a)(1) - California Code of Regulations, Title 19, Chapter 6.95, Section(s) 25508(a)(1)  
Violation Description: Failure to complete and electronically submit the Business Activities Page and/or Business Owner Operator Identification Page.  
Violation Notes: Returned to compliance on 08/04/2016. OBSERVATION: The Business Activities page has not been submitted to this department. CORRECTIVE ACTION: Complete the Business Activities page and submit electronically in the California Environmental Reporting System (CERS).  
Violation Division: Los Angeles City Fire Department  
Violation Program: HMRRP  
Violation Source: CERS

Site ID: 163571  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-13-2015  
Citation: 23 CCR 16 2712(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(i)  
Violation Description: Failure to maintain on site an approved monitoring plan.

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HOWARD HUGHES PROPERTIES (Continued)**

**S106927405**

Violation Notes: Returned to compliance on 08/04/2016. OBSERVATION: Owner/Operator did not maintain an approved monitoring plan. CORRECTIVE ACTION: Maintain an approved monitoring plan. Submit monitoring plan for approval.

Violation Division: Los Angeles City Fire Department  
Violation Program: UST  
Violation Source: CERS

Site ID: 163571  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-13-2015  
Citation: HSC 6.95 25508.1(a)-(e) - California Health and Safety Code, Chapter 6.95, Section(s) 25508.1(a)-(e)

Violation Description: Failure to electronically update business plan within 30 days of any one of the following events: A 100 percent or more increase in the quantity of a previously disclosed material. Any handling of a previously undisclosed hazardous materials at or above reportable quantities. A change of business address, business ownership, or business name.

Violation Notes: Returned to compliance on 08/04/2016. OBSERVATION: The business plan has not been updated and submitted to this department within 30 days of [LIST]. CORRECTIVE ACTION: Review, revise, and certify the business plan electronically in the California Environmental Reporting System (CERS).

Violation Division: Los Angeles City Fire Department  
Violation Program: HMRRP  
Violation Source: CERS

Site ID: 163571  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-13-2015  
Citation: HSC 6.75 25299.30-25299.34 - California Health and Safety Code, Chapter 6.75, Section(s) 25299.30-25299.34

Violation Description: Failure to submit and maintain complete and current Certification of Financial Responsibility or other mechanism of financial assurance.

Violation Notes: Returned to compliance on 08/04/2016. OBSERVATION: Financial responsibility documents have not been submitted to the CUPA. Current financial responsibility documents are required to be submitted annually. CORRECTIVE ACTION: Complete and submit a copy of the financial responsibility by [date, 30 days from now].

Violation Division: Los Angeles City Fire Department  
Violation Program: UST  
Violation Source: CERS

Site ID: 163571  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-13-2015  
Citation: HSC 6.7 25284(a)(3) - California Health and Safety Code, Chapter 6.7, Section(s) 25284(a)(3)

Violation Description: Failure to submit, maintain, or implement an owner/operator written agreement.

Violation Notes: Returned to compliance on 08/04/2016. OBSERVATION: Owner/Operator did not submit, maintain and implement an owner/operator written agreement. CORRECTIVE ACTION: Submit, maintain and implement an owner/operator written agreement.

Violation Division: Los Angeles City Fire Department  
Violation Program: UST  
Violation Source: CERS



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HOWARD HUGHES PROPERTIES (Continued)**

**S106927405**

Site ID: 163571  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-13-2015  
Citation: HSC 6.95 25508(d) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(d)  
Violation Description: Failure to complete and/or electronically submit a business plan when storing/handling a hazardous material at or above reportable quantities.  
Violation Notes: Returned to compliance on 08/04/2016. OBSERVATION: A business plan has not been received by the CUPA. The facility was previously sent a notice/request from the CUPA for the submittal of a business plan by [DUE DATE]. CORRECTIVE ACTION: Submit the business plan electronically in the California Environmental Reporting System (CERS) and implement immediately.  
Violation Division: Los Angeles City Fire Department  
Violation Program: HMRRP  
Violation Source: CERS

Site ID: 163571  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-13-2015  
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)  
Violation Description: Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.  
Violation Notes: Returned to compliance on 08/04/2016. OBSERVATION: The facility has not submitted the Hazardous Materials Inventory Chemical Description page for [LIST MATERIALS] to the CUPA. CORRECTIVE ACTION: Complete and submit the Hazardous Materials Inventory Chemical Description page for all materials listed above electronically in the California Environmental Reporting System (CERS).  
Violation Division: Los Angeles City Fire Department  
Violation Program: HMRRP  
Violation Source: CERS

Site ID: 163571  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-13-2015  
Citation: 23 CCR 16 2711(a)(8) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2711(a)(8)  
Violation Description: Failure to submit, obtain approval, or maintain a complete/accurate plot plan.  
Violation Notes: Returned to compliance on 08/04/2016. OBSERVATION: Owner/Operator did not submit, obtain approval, and maintain a complete/accurate plot plan. CORRECTIVE ACTION: Submit, obtain approval, and maintain a complete/accurate plot plan.  
Violation Division: Los Angeles City Fire Department  
Violation Program: UST  
Violation Source: CERS

Evaluation:  
Eval General Type: Compliance Evaluation Inspection  
Eval Date: 05-08-2014  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HOWARD HUGHES PROPERTIES (Continued)**

**S106927405**

Eval Division:	Los Angeles City Fire Department
Eval Program:	HMRRP
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	05-09-2016
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	PERMISSION TO INSPECT GRANTED BY Chris Pierce, CHIEF ENGINEER EMAILED REPORT TO bayron.arriaza@hines.com
Eval Division:	Los Angeles City Fire Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Other/Unknown
Eval Date:	05-15-2014
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Not reported
Eval Division:	Los Angeles City Fire Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	05-01-2018
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Inspector Husband LAFD, on site this date to conduct routine inspection of underground storage tank. Consent to enter, inspect and take photographs was given on this date by SEAN WALSH Monitoring system certification (was) conducted at this time. Monitoring certification was performed by (TIMOTHY CAPEHART - CONFIDENCE UST SERVICES). Tester provided the following certifications: ICC: 8414476 EXP: 2/29/20 Veeder-Root: VMI: Other: The UST monitoring panel showed all functions normal. The monitoring set up and alarm history were provided for review. The sumps and UDCs were opened for inspection and the sensors were observed positioned to detect a leak at the earliest opportunity. The spill buckets were also visually inspected. The Monitoring Plan was compared to the equipment onsite. The operation of the UST system was compared to the conditions of the operating permit. Property Owner: BRE HH Property Owner, LLC Tank Owner/ Operator: BRE HH Property [Truncated]
Eval Division:	Los Angeles City Fire Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	05-20-2019
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	"Consent to enter, inspect and take photographs was given by: James. 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;

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HOWARD HUGHES PROPERTIES (Continued)**

**S106927405**

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 the required [Truncated]

Eval Division: Los Angeles City Fire Department  
Eval Program: HMRRP  
Eval Source: CERS

Eval General Type: Other/Unknown  
Eval Date: 06-27-2019  
Violations Found: No  
Eval Type: Other, not routine, done by local agency  
Eval Notes: CLEARED NOV AND REVIEWED CERS  
Eval Division: Los Angeles City Fire Department  
Eval Program: HMRRP  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 05-13-2015  
Violations Found: Yes  
Eval Type: Routine done by local agency  
Eval Notes: PERMISSION TO INSPECT GRANTED BY BAYRON ARRIAZA  
bayron.arriaza@hines.com  
Eval Division: Los Angeles City Fire Department  
Eval Program: HMRRP  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 05-01-2018  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Inspector Husband LAFD, on site this date to conduct routine hazmat inspection. Consent to enter, inspect and take photographs was given on this date by SEAN WALSH  
Eval Division: Los Angeles City Fire Department  
Eval Program: HMRRP  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 05-04-2017  
Violations Found: Yes  
Eval Type: Routine done by local agency  
Eval Notes: Inspector Craig LAFD, on site this date to conduct routine inspection of underground storage tank. Consent to enter, inspect and take photographs was given on this date by Sean Walsh, Chief Engineer  
Monitoring system certification was conducted at this time. Monitoring certification was performed by Confidence Tester provided the following certifications: Cameron Mason ICC: 8174721 Exp: 10/7/18  
Veeder-Root: B42599 EXP: March 21, 2019 The UST monitoring panel showed all functions normal. The monitoring set up and alarm history were provided for review. The sumps and UDCs were opened for inspection and the sensors were observed positioned to detect a leak at the earliest opportunity. The spill buckets were also visually inspected. The

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HOWARD HUGHES PROPERTIES (Continued)**

**S106927405**

Monitoring Plan was compared to the equipment onsite. The operation of the UST system was compared to the conditions of the operating permit.  
Property Owner: BRE HH Property Owner, LLC Tank Owner/ Operator: BRE HH Owner, [Truncated]

Eval Division: Los Angeles City Fire Department  
Eval Program: UST  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 05-09-2016  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: PERMISSION TO INSPECT GRANTED BY Chris Pierce, CHIEF ENGINEER EMAILED REPORT TO bayron.arriaza@hines.com

Eval Division: Los Angeles City Fire Department  
Eval Program: HMRRP  
Eval Source: CERS

Eval General Type: Other/Unknown  
Eval Date: 05-13-2015  
Violations Found: No  
Eval Type: Other, not routine, done by local agency  
Eval Notes: Not reported  
Eval Division: Los Angeles City Fire Department  
Eval Program: UST  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 05-13-2015  
Violations Found: Yes  
Eval Type: Routine done by local agency  
Eval Notes: PERMISSION TO INSPECT GRANTED BY BAYRON ARRIAZA bayron.arriaza@hines.com  
Eval Division: Los Angeles City Fire Department  
Eval Program: UST  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 05-15-2014  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Not reported  
Eval Division: Los Angeles City Fire Department  
Eval Program: UST  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 05-20-2019  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Inspector Husband LAFD, on site this date to conduct routine inspection of underground storage tank. Consent to enter, inspect and take photographs was given on this date by James Monitoring system certification (was) conducted at this time. Monitoring certification was performed by (Aaron Perrigo - Of Confidence UST Service ). Tester provided the following certifications: ICC: 8485827 Exp: 9/14/2020 Veeder-Root: B47853 Exp: 8/2/2020 VMI: Other: The UST monitoring panel

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HOWARD HUGHES PROPERTIES (Continued)**

**S106927405**

showed all functions normal. The monitoring set up and alarm history were provided for review. The sumps and UDCs were opened for inspection and the sensors were observed positioned to detect a leak at the earliest opportunity. The spill buckets were also visually inspected. The Monitoring Plan was compared to the equipment onsite. The operation of the UST system was compared to the conditions of the operating permit. Property Owner: BRE HH PROPERTY OWNER, LLC Tank Owner/ BRE HH [Truncated]

Eval Division: Los Angeles City Fire Department  
Eval Program: UST  
Eval Source: CERS

**Coordinates:**

Site ID: 163571  
Facility Name: BRE HH PROPERTY OWNER, LLC  
Env Int Type Code: UST  
Program ID: 10257010  
Coord Name: Not reported  
Ref Point Type Desc: Center of a facility or station.  
Latitude: 33.979960  
Longitude: -118.393980

**Affiliation:**

Affiliation Type Desc: Document Preparer  
Entity Name: Sean Walsh  
Entity Title: Not reported  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact  
Entity Name: Rodel Salvio  
Entity Title: Not reported  
Affiliation Address: 6100 Center Drive, Suite 900  
Affiliation City: Los Angeles  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 90045  
Affiliation Phone: Not reported

Affiliation Type Desc: Parent Corporation  
Entity Name: TRIZEC NORTHPOINT TOWER LLC  
Entity Title: Not reported  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: CUPA District  
Entity Name: Los Angeles City Fire Department  
Entity Title: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HOWARD HUGHES PROPERTIES (Continued)**

**S106927405**

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: 6100 Center Drive, Suite 900  
Affiliation City: LOS ANGELES  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 90045  
Affiliation Phone: Not reported

Affiliation Type Desc: Operator  
Entity Name: Howard Hughes Center  
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) 665-1800

Affiliation Type Desc: Property Owner  
Entity Name: BRE HH Property Owner, LLC  
Entity Title: Not reported  
Affiliation Address: 6100 Center Drive, Suite 900  
Affiliation City: LOS ANGELES  
Affiliation State: CA  
Affiliation Country: United States  
Affiliation Zip: 90045  
Affiliation Phone: (310) 417-4600

Affiliation Type Desc: UST Permit Applicant  
Entity Name: Bayron Arriaza  
Entity Title: Assistant Engineering Manager  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: (310) 665-1800

Affiliation Type Desc: UST Tank Operator  
Entity Name: BRE HH Property Owner, LLC  
Entity Title: Not reported  
Affiliation Address: 6080 Center Drive, Suite 120  
Affiliation City: Los Angeles  
Affiliation State: CA  
Affiliation Country: United States  
Affiliation Zip: 90045  
Affiliation Phone: (310) 417-4600

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HOWARD HUGHES PROPERTIES (Continued)**

**S106927405**

Affiliation Type Desc: Legal Owner  
Entity Name: BRE HH Property Owner, LLC  
Entity Title: Not reported  
Affiliation Address: 6100 Center Drive, Suite 900  
Affiliation City: LOS ANGELES  
Affiliation State: CA  
Affiliation Country: United States  
Affiliation Zip: 90045  
Affiliation Phone: (310) 417-4600

Affiliation Type Desc: Identification Signer  
Entity Name: Sean Walsh  
Entity Title: Chief Engineer  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: UST Property Owner Name  
Entity Name: BRE HH Property Owner, LLC  
Entity Title: Not reported  
Affiliation Address: 6080 Center Drive, Suite 120  
Affiliation City: Los Angeles  
Affiliation State: CA  
Affiliation Country: United States  
Affiliation Zip: 90045  
Affiliation Phone: (310) 417-4600

Affiliation Type Desc: UST Tank Owner  
Entity Name: Equity Office Properties, LLC  
Entity Title: Not reported  
Affiliation Address: 6080 Center Drive, Suite 120  
Affiliation City: Los Angeles  
Affiliation State: CA  
Affiliation Country: United States  
Affiliation Zip: 90045  
Affiliation Phone: (310) 417-4600

**C32**  
**West**  
**< 1/8**  
**0.048 mi.**  
**253 ft.**

**CHARTER COMMUNICATIONS**  
**6320 ARIZONA CIR**  
**LOS ANGELES, CA 90045**

**RCRA NonGen / NLR 1025854041**  
**CAC003034259**

**Site 3 of 7 in cluster C**

**Relative:**  
**Higher**  
**Actual:**  
**31 ft.**

RCRA NonGen / NLR:  
Date form received by agency: 2019-09-17 00:00:00.0  
Facility name: CHARTER COMMUNICATIONS  
Facility address: 6320 ARIZONA CIR  
LOS ANGELES, CA 90045-1202  
EPA ID: CAC003034259  
Contact: LARYSSA EVANS  
Contact address: 6320 ARIZONA CIR  
LOS ANGELES, CA 90045-1202  
Contact country: Not reported  
Contact telephone: 310-343-3435



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CHARTER COMMUNICATIONS (Continued)**

**1025854041**

Contact email: LARYSSA.EVANS@CHARTER.COM  
EPA Region: 09  
Classification: Non-Generator  
Description: Handler: Non-Generators do not presently generate hazardous waste

**Owner/Operator Summary:**

Owner/operator name: CHARTER COMMUNICATIONS  
Owner/operator address: 6320 ARIZONA CIR  
LOS ANGELES, CA 90045  
Owner/operator country: Not reported  
Owner/operator telephone: 310-343-3435  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Owner/operator name: LARYSSA EVANS  
Owner/operator address: 6320 ARIZONA CIR  
LOS ANGELES, CA 90045  
Owner/operator country: Not reported  
Owner/operator telephone: 310-343-3435  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

**Handler Activities Summary:**

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): Not reported  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Violation Status: No violations found

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**E33**  
**North**  
**< 1/8**  
**0.048 mi.**  
**254 ft.**

**PACIFIC PLAZA OFFICE BUILDING**  
**6101 WEST CENTINELA AVENUE**  
**LOS ANGELES, CA 90230**

**CA HIST UST**

**S118413840**  
**N/A**

**Site 1 of 3 in cluster E**

**Relative:**  
**Higher**

HIST UST:

**Actual:**  
**35 ft.**

Name: PACIFIC PLAZA OFFICE BUILDING  
Address: 6101 WEST CENTINELA AVENUE  
City,State,Zip: LOS ANGELES, CA 90230  
File Number: 00027BB9  
URL: <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027BB9.pdf>  
Region: Not reported  
Facility ID: Not reported  
Facility Type: Not reported  
Other Type: Not reported  
Contact Name: Not reported  
Telephone: Not reported  
Owner Name: Not reported  
Owner Address: Not reported  
Owner City,St,Zip: Not reported  
Total Tanks: Not reported  
  
Tank Num: Not reported  
Container Num: Not reported  
Year Installed: Not reported  
Tank Capacity: Not reported  
Tank Used for: Not reported  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: Not reported

[Click here for Geo Tracker PDF:](#)

**E34**  
**North**  
**< 1/8**  
**0.048 mi.**  
**254 ft.**

**PACIFICA PLAZA OFFICE BUILDING**  
**6101 W CENTINELA AVE**  
**LOS ANGELES, CA 90230**

**CA HIST UST**  
**CA LOS ANGELES CO. HMS**  
**CA CERS**

**U001562844**  
**N/A**

**Site 2 of 3 in cluster E**

**Relative:**  
**Higher**

HIST UST:

**Actual:**  
**35 ft.**

Name: PACIFICA PLAZA OFFICE BUILDING  
Address: 6101 W CENTINELA AVE  
City,State,Zip: LOS ANGELES, CA 90230  
File Number: Not reported  
URL: Not reported  
Region: STATE  
Facility ID: 00000056072  
Facility Type: Gas Station  
Other Type: Not reported  
Contact Name: Not reported  
Telephone: 2136708940  
Owner Name: PACIFICA PLAZA OFFICE BUILDING  
Owner Address: 6101 WEST CENTINELA AVENUE  
Owner City,St,Zip: CULVER CITY, CA 90230  
Total Tanks: 0002  
  
Tank Num: 001  
Container Num: 1  
Year Installed: 1981

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**PACIFICA PLAZA OFFICE BUILDING (Continued)**

**U001562844**

Tank Capacity: 00010000  
Tank Used for: PRODUCT  
Type of Fuel: UNLEADED  
Container Construction Thickness: Not reported  
Leak Detection: Stock Inventor

Tank Num: 002  
Container Num: 2  
Year Installed: 1981  
Tank Capacity: 00006000  
Tank Used for: PRODUCT  
Type of Fuel: DIESEL  
Container Construction Thickness: Not reported  
Leak Detection: Stock Inventor

**LOS ANGELES CO. HMS:**

Name: PACIFICA PLAZA OFFICE BLDG  
Address: 6101 W CENTINELA AVE  
City,State,Zip: CULVER CITY, CA 90230  
Region: LA  
Permit Category: Not reported  
Facility Id: 014292-014836  
Facility Type: Not reported  
Facility Status: Removed  
Area: 2M  
Permit Number: Not reported  
Permit Status: Not reported

Name: SILICON BEACH DENTAL  
Address: 6101 W CENTINELA AVE #375  
City,State,Zip: CULVER CITY, CA 902306389  
Region: LA  
Permit Category: Not reported  
Facility Id: 036931-068213  
Facility Type: Not reported  
Facility Status: OPEN  
Area: 2M  
Permit Number: Not reported  
Permit Status: Not reported

**CERS:**

Name: T-MOBILE WEST, LLC LA02044A  
Address: 6101 W CENTINELA AVE  
City,State,Zip: CULVER CITY, CA 90230  
Site ID: 435554  
CERS ID: 10411300  
CERS Description: Chemical Storage Facilities

**Evaluation:**

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 10-29-2019  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Inspection by A.Domanski, consent given by John Marquez.  
Eval Division: Culver City Fire Department  
Eval Program: HMRRP  
Eval Source: CERS

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**PACIFICA PLAZA OFFICE BUILDING (Continued)**

**U001562844**

Coordinates:

Site ID: 435554  
Facility Name: T-Mobile West, LLC LA02044A  
Env Int Type Code: HMBP  
Program ID: 10411300  
Coord Name: Not reported  
Ref Point Type Desc: Center of a facility or station.  
Latitude: 33.981890  
Longitude: -118.395550

Affiliation:

Affiliation Type Desc: CUPA District  
Entity Name: Los Angeles County Fire  
Entity Title: Not reported  
Affiliation Address: 5825 Rickenbacker Road  
Affiliation City: Commerce  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 90040-3027  
Affiliation Phone: (323) 890-4045

Affiliation Type Desc: Environmental Contact  
Entity Name: Kelly Michaels  
Entity Title: Not reported  
Affiliation Address: 4100 Guardian Street, Suite 101  
Affiliation City: Simi Valley  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 93063  
Affiliation Phone: Not reported

Affiliation Type Desc: Facility Mailing Address  
Entity Name: Mailing Address  
Entity Title: Not reported  
Affiliation Address: 4100 Guardian Street, Suite 101  
Affiliation City: Simi Valley  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 93063  
Affiliation Phone: Not reported

Affiliation Type Desc: Parent Corporation  
Entity Name: T-MOBILE WEST, LLC  
Entity Title: Not reported  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Operator  
Entity Name: T-MOBILE WEST, LLC  
Entity Title: Not reported  
Affiliation Address: Not reported  
Affiliation City: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**PACIFICA PLAZA OFFICE BUILDING (Continued)**

**U001562844**

Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: (805) 574-0897

Affiliation Type Desc: Document Preparer  
Entity Name: Kelly Michaels  
Entity Title: Not reported  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer  
Entity Name: Kelly Michaels  
Entity Title: Project Manager  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner  
Entity Name: T-MOBILE WEST, LLC  
Entity Title: Not reported  
Affiliation Address: 12920 SE 38th Street  
Affiliation City: Bellevue  
Affiliation State: WA  
Affiliation Country: United States  
Affiliation Zip: 98006  
Affiliation Phone: (425) 383-4000

**E35**  
**North**  
**< 1/8**  
**0.048 mi.**  
**254 ft.**

**LINCOLN AUTO CENTER INC**  
**6101 W CENTINELA AVE**  
**CULVER CITY, CA 90230**

**EDR Hist Auto 1021576882**  
**N/A**

**Site 3 of 3 in cluster E**

**Relative:**  
**Higher**

EDR Hist Auto

**Actual:**  
**35 ft.**

Year: Name:  
1982 LEONARDS INTL DISTR\*  
2013 LINCOLN AUTO CENTER INC

Type:  
Nonresidential Building Operators  
General Automotive Repair Shops

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**C36**  
**SW**  
**< 1/8**  
**0.061 mi.**  
**324 ft.**

**CHARTER COMMUNICATIONS - CA- 837\_TECH CRT, IS & ST**  
**6314 W ARIZONA PL**  
**LOS ANGELES, CA 90045**

**CA HAZMAT** **S123550550**  
**N/A**

**Relative:**  
**Higher**

LOS ANGELES HM:

**Actual:**  
**54 ft.**

Name: CHARTER COMMUNICATIONS - CA- 837\_TECH CRT, IS & STUDIO  
Address: 6314 W ARIZONA PL  
City,State,Zip: LOS ANGELES, CA 90045  
Facility ID: FA0031331  
Last Run Date: 06/01/2019  
Status: ACTIVE

**C37**  
**SW**  
**< 1/8**  
**0.061 mi.**  
**324 ft.**

**CHARTER COMMUNICATIONS LLC**  
**6314 ARIZONA PLACE**  
**LOS ANGELES, CA 90045**

**RCRA NonGen / NLR** **1026055235**  
**CAL000451415**

**Relative:**  
**Higher**

RCRA NonGen / NLR:

**Actual:**  
**54 ft.**

Date form received by agency: 2019-12-17 00:00:00.0  
Facility name: CHARTER COMMUNICATIONS LLC  
Facility address: 6314 ARIZONA PLACE  
LOS ANGELES, CA 90045  
EPA ID: CAL000451415  
Mailing address: 6399 SOUTH FIDDLERS GREEN CIR STE 600  
GREENWOOD VILLAGE, CO 80111  
Contact: LAUREN CRANMER  
Contact address: 400 ATLANTIC ST  
STAMFORD, CT 06901  
Contact country: Not reported  
Contact telephone: 203-428-0178  
Contact email: LAUREN.CRANMER@CHARTER.COM  
EPA Region: 09  
Classification: Non-Generator  
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name: CHARTER COMMUNICATIONS LLC  
Owner/operator address: 6399 SOUTH FIDDLERS GREEN CIR STE 600  
GREENWOOD VILLAGE, CO 80111  
Owner/operator country: Not reported  
Owner/operator telephone: 203-428-0178  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Owner/operator name: LAUREN CRANMER  
Owner/operator address: 400 ATLANTIC ST  
STAMFORD, CT 06901  
Owner/operator country: Not reported  
Owner/operator telephone: 203-428-0178  
Owner/operator email: Not reported  
Owner/operator fax: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CHARTER COMMUNICATIONS LLC (Continued)**

**1026055235**

Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): Not reported  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Violation Status: No violations found

**C38**  
**WSW**  
**< 1/8**  
**0.063 mi.**  
**335 ft.**

**VOLT PUBLICATIONS & GRAPHICS**  
**6315 ARIZONA PLACE**  
**LOS ANGELES, CA 90045**

**RCRA-SQG** **1000393578**  
**FINDS** **CAD982478174**  
**ECHO**

**Site 6 of 7 in cluster C**

**Relative:**  
**Higher**

**Actual:**  
**37 ft.**

RCRA-SQG:

Date form received by agency: 1996-09-01 00:00:00.0  
Facility name: VOLT PUBLICATIONS & GRAPHICS  
Facility address: 6315 ARIZONA PLACE  
LOS ANGELES, CA 90045  
EPA ID: CAD982478174  
Mailing address: ARIZONA PLACE  
LOS ANGELES, CA 90045  
Contact: Not reported  
Contact address: Not reported  
Not reported  
Contact country: US  
Contact telephone: Not reported  
Contact email: Not reported  
EPA Region: 09  
Classification: Small Small Quantity Generator  
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: NOT REQUIRED  
Owner/operator address: NOT REQUIRED  
NOT REQUIRED, ME 99999  
Owner/operator country: Not reported



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**VOLT PUBLICATIONS & GRAPHICS (Continued)**

**1000393578**

Owner/operator telephone: 415-555-1212  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: County  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Owner/operator name: JEROME SHAW  
Owner/operator address: NOT REQUIRED  
NOT REQUIRED, ME 99999

Owner/operator country: Not reported  
Owner/operator telephone: 415-555-1212  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: County  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

**Handler Activities Summary:**

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Violation Status: No violations found

**FINDS:**

Registry ID: 110002823632

Click Here:

**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:**

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**VOLT PUBLICATIONS & GRAPHICS (Continued)**

**1000393578**

Envid: 1000393578  
Registry ID: 110002823632  
DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110002823632>  
Name: VOLT PUBLICATIONS & GRAPHICS  
Address: 6315 ARIZONA PLACE  
City,State,Zip: LOS ANGELES, CA 90045

**C39**  
**WSW**  
**< 1/8**  
**0.063 mi.**  
**335 ft.**

**METAGREEN INC**  
**6315 ARIZONA PLACE**  
**LOS ANGELES, CA 90045**

**Site 7 of 7 in cluster C**

**RCRA NonGen / NLR** **1024856315**  
**CAL000420109**

**Relative:**  
**Higher**  
**Actual:**  
**37 ft.**

RCRA NonGen / NLR:  
Date form received by agency: 2016-09-09 00:00:00.0  
Facility name: METAGREEN INC  
Facility address: 6315 ARIZONA PLACE  
LOS ANGELES, CA 90045  
EPA ID: CAL000420109  
Contact: DASHA GRIGOREVA  
Contact address: 6315 ARIZONA PL  
LOS ANGELES, CA 90045  
Contact country: Not reported  
Contact telephone: 424-227-8830  
Contact email: DARIA@METAGREEN.VENTURES  
EPA Region: 09  
Classification: Non-Generator  
Description: Handler: Non-Generators do not presently generate hazardous waste

**Owner/Operator Summary:**

Owner/operator name: DASHA GRIGOREVA  
Owner/operator address: 6315 ARIZONA PL  
LOS ANGELES, CA 90045  
Owner/operator country: Not reported  
Owner/operator telephone: 424-227-8830  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Owner/operator name: METAGREEN VENTURES INC  
Owner/operator address: 6315 ARIZONA PLACE  
LOS ANGELES, CA 90045  
Owner/operator country: Not reported  
Owner/operator telephone: 310-300-8365  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**METAGREEN INC (Continued)**

**1024856315**

Handler Activities Summary:

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Violation Status: No violations found

**F40**  
**South**  
**< 1/8**  
**0.077 mi.**  
**404 ft.**

**HANOVER RS CONSTRUCTION**  
**6711 S SEPULVEDA BLVD**  
**LOS ANGELES, CA 90045**

**RCRA NonGen / NLR**

**1025828249**  
**CAC003007802**

**Site 1 of 2 in cluster F**

**Relative:**  
**Higher**  
**Actual:**  
**56 ft.**

RCRA NonGen / NLR:

Date form received by agency: 2019-03-28 00:00:00.0  
Facility name: HANOVER RS CONSTRUCTION  
Facility address: 6711 S SEPULVEDA BLVD  
LOS ANGELES, CA 90045  
EPA ID: CAC003007802  
Mailing address: 6701 CENTER DR W SUITE 625  
LOS ANGELES, CA 90045  
Contact: CORY BABINSKI  
Contact address: 6701 CENTER DR W SUITE 625  
LOS ANGELES, CA 90045  
Contact country: Not reported  
Contact telephone: 805-722-5884  
Contact email: CBABINSKI@HANOVERCO.COM  
EPA Region: 09  
Classification: Non-Generator  
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name: HANOVER RS CONSTRUCTION  
Owner/operator address: 5847 SAN FELIPE STREET #3600  
HOUSTON, TX 77057  
Owner/operator country: Not reported  
Owner/operator telephone: 713-267-2100  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Owner/operator name: CORY BABINSKI

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HANOVER RS CONSTRUCTION (Continued)**

**1025828249**

Owner/operator address: 6701 CENTER DR W SUITE 625  
LOS ANGELES, CA 90045  
Owner/operator country: Not reported  
Owner/operator telephone: 805-722-5884  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: Yes  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Violation Status: No violations found

**G41**  
**WNW**  
**< 1/8**  
**0.096 mi.**  
**505 ft.**

**D'ANDREA GRAPHICS CORP**  
**6341 ARIZONA CIR**  
**LOS ANGELES, CA 90045**  
**Site 1 of 7 in cluster G**

**RCRA NonGen / NLR 1024813351**  
**CAL000303626**

**Relative:**  
**Higher**

RCRA NonGen / NLR:

**Actual:**  
**31 ft.**

Date form received by agency: 2006-02-21 00:00:00.0  
Facility name: D'ANDREA GRAPHICS CORP  
Facility address: 6341 ARIZONA CIR  
LOS ANGELES, CA 90045  
EPA ID: CAL000303626  
Contact: GARY REYES  
Contact address: 6341 ARIZONA CIRCLE  
LOS ANGELES, CA 90045  
Contact country: Not reported  
Contact telephone: 310-642-0260  
Contact email: GREYES@DANDREAGRAPHS.COM  
EPA Region: 09  
Classification: Non-Generator  
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name: DAVID D'ANDREA  
Owner/operator address: 6341 ARIZONA CIR  
LOS ANGELES, CA 90045  
Owner/operator country: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**1024813351**

Owner/operator telephone: 310-642-0206  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Owner/operator name: GARY REYES  
Owner/operator address: 6341 ARIZONA CIRCLE  
LOS ANGELES, CA 90045

Owner/operator country: Not reported  
Owner/operator telephone: 310-642-0260  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

**Handler Activities Summary:**

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Violation Status: No violations found

**G42  
WNW  
< 1/8  
0.096 mi.  
505 ft.**

**D'ANDREA GRAPHICS CORP  
6341 ARIZONA CIR  
LOS ANGELES, CA 90045**

**CA HIST UST  
CA HAZNET  
CA HWTS**

**S113141251  
N/A**

**Site 2 of 7 in cluster G**

**Relative:  
Higher  
Actual:  
31 ft.**

HIST UST:  
Name: BURTON FLATING CO  
Address: 6341 ARIZONA CIRCLE  
City,State,Zip: LOS ANGELES, CA 90045  
File Number: 000268A6  
URL: <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000268A6.pdf>  
Region: Not reported  
Facility ID: Not reported  
Facility Type: Not reported  
Other Type: Not reported  
Contact Name: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Telephone: Not reported  
Owner Name: Not reported  
Owner Address: Not reported  
Owner City,St,Zip: Not reported  
Total Tanks: Not reported

Tank Num: Not reported  
Container Num: Not reported  
Year Installed: Not reported  
Tank Capacity: Not reported  
Tank Used for: Not reported  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: Not reported

Tank Num: Not reported  
Container Num: Not reported  
Year Installed: Not reported  
Tank Capacity: Not reported  
Tank Used for: Not reported  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: Not reported

[Click here for Geo Tracker PDF:](#)

**HAZNET:**

Name: D'ANDREA GRAPHICS CORP  
Address: 6341 ARIZONA CIR  
Address 2: Not reported  
City,State,Zip: LOS ANGELES, CA 90630  
Contact: PATRICK SPENCER  
Telephone: 7149478444  
Mailing Name: Not reported  
Mailing Address: 6100 GATEWAY DR

Year: 2019  
Gepaid: CAL000303626  
TSD EPA ID: CAT080013352  
CA Waste Code: 343 - Unspecified organic liquid mixture  
Disposal Method: H039 - Other Recovery Of Reclamation For Reuse Including Acid  
Regeneration, Organics Recovery Ect  
Tons: 0.95200

Year: 2017  
Gepaid: CAL000303626  
TSD EPA ID: NED981723513  
CA Waste Code: 343 - Unspecified organic liquid mixture  
Disposal Method: -  
Tons: 0.325

Year: 2017  
Gepaid: CAL000303626  
TSD EPA ID: NED981723513  
CA Waste Code: 343 - Unspecified organic liquid mixture  
Disposal Method: H040 - Incineration--Thermal Destruction Other Than Use As A Fuel  
Tons: 0.1625

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Year:	2017
Gepaid:	CAL000303626
TSD EPA ID:	CAD980675276
CA Waste Code:	331 - Off-specification, aged or surplus organics
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.1375
Year:	2017
Gepaid:	CAL000303626
TSD EPA ID:	CAD044429835
CA Waste Code:	343 - Unspecified organic liquid mixture
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.975
Year:	2016
Gepaid:	CAL000303626
TSD EPA ID:	CAD044429835
CA Waste Code:	343 - Unspecified organic liquid mixture
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.7375
Year:	2016
Gepaid:	CAL000303626
TSD EPA ID:	NED981723513
CA Waste Code:	343 - Unspecified organic liquid mixture
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Tons:	2.0625
Year:	2015
Gepaid:	CAL000303626
TSD EPA ID:	CAD044429835
CA Waste Code:	343 - Unspecified organic liquid mixture
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.9
Year:	2015
Gepaid:	CAL000303626
TSD EPA ID:	UTD991301748
CA Waste Code:	331 - Off-specification, aged or surplus organics
Disposal Method:	H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill( To Include On-Site Treatment And/Or Stabilization)
Tons:	0.1625
Year:	2015
Gepaid:	CAL000303626
TSD EPA ID:	NED981723513
CA Waste Code:	343 - Unspecified organic liquid mixture
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Tons:	0.275

[Click this hyperlink](#) while viewing on your computer to access 28 additional CA HAZNET: record(s) in the EDR Site Report.



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Additional Info:

Year:	2009
Gen EPA ID:	CAL000303626
Shipment Date:	20091201
Creation Date:	6/30/2010 18:30:18
Receipt Date:	20091217
Manifest ID:	002317884SKS
Trans EPA ID:	TXR000050930
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	OKD981588791
Trans 2 Name:	TRIAD
TSDf EPA ID:	NVT330010000
Trans Name:	US ECOLOGY NEVADA
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	Not reported
Meth Code:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Quantity Tons:	0.325
Waste Quantity:	650
Quantity Unit:	P
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:	20091116
Creation Date:	5/27/2010 18:31:08
Receipt Date:	20091201
Manifest ID:	001687186SKS
Trans EPA ID:	TXR000050930
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	OKD981588791
Trans 2 Name:	TRIAD
TSDf EPA ID:	NVT330010000
Trans Name:	US ECOLOGY NEVADA
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Quantity Tons:	0.7
Waste Quantity:	1400
Quantity Unit:	P
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:	20091116
Creation Date:	5/20/2010 18:30:47
Receipt Date:	20091125

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Manifest ID: 001687185SKS  
Trans EPA ID: TXR000050930  
Trans Name: SAFETY-KLEEN SYSTEMS INC  
Trans 2 EPA ID: OKD981588791  
Trans 2 Name: TRIAD  
TSDF EPA ID: TXD077603371  
Trans Name: SAFETY-KLEEN SYSTEMS INC  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 741 - Liquids with halogenated organic compounds > 1000 mg/l  
RCRA Code: D039  
Meth Code: H061 - Fuel Blending Prior To Energy Recovery At Another Site  
Quantity Tons: 0.4  
Waste Quantity: 800  
Quantity Unit: P  
Additional Code 1: D018  
Additional Code 2: D001  
Additional Code 3: Not reported  
Additional Code 4: Not reported  
Additional Code 5: Not reported

Shipment Date: 20090609  
Creation Date: 10/13/2009 18:30:21  
Receipt Date: 20090622  
Manifest ID: 001776714SKS  
Trans EPA ID: TXR000050930  
Trans Name: SAFETY-KLEEN SYSTEMS INC  
Trans 2 EPA ID: OKD981588791  
Trans 2 Name: TRIAD TRANSPORT  
TSDF EPA ID: NVT330010000  
Trans Name: US ECOLOGY NEVADA  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 331 - Off-specification, aged, or surplus organics  
RCRA Code: Not reported  
Meth Code: H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect  
Quantity Tons: 0.175  
Waste Quantity: 350  
Quantity Unit: P  
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: 20090609  
Creation Date: 10/20/2009 18:30:09  
Receipt Date: 20090623  
Manifest ID: 001776713SKS  
Trans EPA ID: TXR000050930  
Trans Name: SAFETY-KLEEN SYSTEMS INC  
Trans 2 EPA ID: OKD981588791  
Trans 2 Name: TRIAD TRANSPORT  
TSDF EPA ID: TXD077603371  
Trans Name: SAFETY-KLEEN SYSTEMS INC  
TSDF Alt EPA ID: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

TSDf Alt Name:	Not reported
Waste Code Description:	- Not reported
RCRA Code:	D039
Meth Code:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.975
Waste Quantity:	1950
Quantity Unit:	P
Additional Code 1:	D018
Additional Code 2:	D001
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20090609
Creation Date:	10/13/2009 18:30:21
Receipt Date:	20090622
Manifest ID:	001776714SKS
Trans EPA ID:	TXR000050930
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	OKD981588791
Trans 2 Name:	TRIAD TRANSPORT
TSDf EPA ID:	NVT330010000
Trans Name:	US ECOLOGY NEVADA
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Quantity Tons:	0.35
Waste Quantity:	700
Quantity Unit:	P
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:	20090609
Creation Date:	10/20/2009 18:30:09
Receipt Date:	20090623
Manifest ID:	001776713SKS
Trans EPA ID:	TXR000050930
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	OKD981588791
Trans 2 Name:	TRIAD TRANSPORT
TSDf EPA ID:	TXD077603371
Trans Name:	SAFETY-KLEEN SYSTEMS INC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	D039
Meth Code:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.1625
Waste Quantity:	325
Quantity Unit:	P
Additional Code 1:	D018

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Additional Code 2: D001  
Additional Code 3: Not reported  
Additional Code 4: Not reported  
Additional Code 5: Not reported

**Additional Info:**

Year: 2006  
Gen EPA ID: CAL000303626

Shipment Date: 20060912  
Creation Date: 2/23/2008 18:30:09  
Receipt Date: Not reported  
Manifest ID: 001409210JJK  
Trans EPA ID: CA0000970392  
Trans Name: ENVIRONMENTAL RECOVERY SERVICES INC  
Trans 2 EPA ID: NJD986607380  
Trans 2 Name: MAUMEE EXPRESS (ID #778)  
TSDF EPA ID: ARD981057870  
Trans Name: RINECO  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 343 - Unspecified organic liquid mixture  
RCRA Code: Not reported  
Meth Code: - Not reported  
Quantity Tons: 0.272  
Waste Quantity: 80  
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: 20060823  
Creation Date: 11/21/2006 18:30:26  
Receipt Date: 20060905  
Manifest ID: 24920911  
Trans EPA ID: CA0000970392  
Trans Name: ENVIRONMENTAL RECOVERY SERVICES INC  
Trans 2 EPA ID: CA0000970392  
Trans 2 Name: ENVIRONMENTAL RECOVERY SERVICES INC  
TSDF EPA ID: CAD981402522  
Trans Name: COMMODITY RESOURCES  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 541 - Photochemicals / photo processing waste  
RCRA Code: D011  
Meth Code: R01 - Recycler  
Quantity Tons: 0.4587  
Waste Quantity: 110  
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

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Shipment Date: 20060731  
Creation Date: 9/27/2006 18:34:58  
Receipt Date: 20060810  
Manifest ID: 24920013  
Trans EPA ID: CA0000970392  
Trans Name: ENVIRONMENTAL RECOVERY SERVICES INC  
Trans 2 EPA ID: CAD982433575  
Trans 2 Name: COMMODITY RESOURCES  
TSDF EPA ID: CAD981402522  
Trans Name: COMMODITY RESOURCE  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 541 - Photochemicals / photo processing waste  
RCRA Code: D011  
Meth Code: R01 - Recycler  
Quantity Tons: 0.22935  
Waste Quantity: 55  
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: 20060717  
Creation Date: 9/17/2006 18:30:25  
Receipt Date: 20060726  
Manifest ID: 25179197  
Trans EPA ID: CA0000970392  
Trans Name: ENVIRONMENTAL RECOVERY SERVICES INC  
Trans 2 EPA ID: NJD986607380  
Trans 2 Name: MAUMEE EXPRESS ID #778  
TSDF EPA ID: ARD981057870  
Trans Name: RINECO  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 343 - Unspecified organic liquid mixture  
RCRA Code: Not reported  
Meth Code: - Not reported  
Quantity Tons: 0.306  
Waste Quantity: 90  
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: 2013  
Gen EPA ID: CAL000303626

Shipment Date: 20131231  
Creation Date: 5/1/2014 22:14:57  
Receipt Date: 20140113  
Manifest ID: 004123768SKS  
Trans EPA ID: TXR000081205

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.4875
Waste Quantity:	975
Quantity Unit:	P
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:	20131015
Creation Date:	2/24/2014 22:15:07
Receipt Date:	20131018
Manifest ID:	003952415SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAT000613893
Trans Name:	SAFETY-KLEEN SYSTEMS INC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	343 - Unspecified organic liquid mixture
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.1625
Waste Quantity:	325
Quantity Unit:	P
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:	20131015
Creation Date:	2/24/2014 22:15:07
Receipt Date:	20131018
Manifest ID:	003952415SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAT000613893
Trans Name:	SAFETY-KLEEN SYSTEMS INC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.325
Waste Quantity:	650
Quantity Unit:	P
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:	20130722
Creation Date:	9/22/2013 22:15:08
Receipt Date:	20130726
Manifest ID:	003832434SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	MOR000508838
Trans 2 Name:	NEI
TSDf EPA ID:	CAD980675276
Trans Name:	CLEAN HARBORS BUTTONWILLOW LLC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill( To Include On-Site Treatment And/Or Stabilization)
Quantity Tons:	0.1625
Waste Quantity:	325
Quantity Unit:	P
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:	20130624
Creation Date:	10/17/2013 22:15:18
Receipt Date:	20130716
Manifest ID:	003794337SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	MOR000501981
Trans 2 Name:	AATCO
TSDf EPA ID:	CAD980675276
Trans Name:	CLEAN HARBORS BUTTONWILLOW LLC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill( To Include On-Site Treatment And/Or Stabilization)
Quantity Tons:	0.1625
Waste Quantity:	325
Quantity Unit:	P



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

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:	20130517
Creation Date:	12/29/2014 22:14:49
Receipt Date:	Not reported
Manifest ID:	003646623SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	NVT330010000
Trans Name:	US ECOLOGY NEVADA
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	- Not reported
Quantity Tons:	0.1625
Waste Quantity:	325
Quantity Unit:	P
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:	20130422
Creation Date:	6/11/2013 22:15:07
Receipt Date:	20130430
Manifest ID:	003795011SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	OKD981588791
Trans 2 Name:	TRIAD TRANSPORT INC
TSDF EPA ID:	NVT330010000
Trans Name:	US ECOLOGY NEVADA
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Quantity Tons:	0.3
Waste Quantity:	600
Quantity Unit:	P
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:	20130215
Creation Date:	6/29/2013 22:15:06

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Receipt Date: 20130225  
Manifest ID: 003294931SKS  
Trans EPA ID: TXR000081205  
Trans Name: SAFETY-KLEEN SYSTEMS INC  
Trans 2 EPA ID: OKD981588791  
Trans 2 Name: TRIAD TRANSPORT INC  
TSDf EPA ID: NVT330010000  
Trans Name: US ECOLOGY NEVADA  
TSDf Alt EPA ID: Not reported  
TSDf Alt Name: Not reported  
Waste Code Description: 331 - Off-specification, aged, or surplus organics  
RCRA Code: Not reported  
Meth Code: H039 - Other Recovery Of Reclamation For Reuse Including Acid  
Regeneration, Organics Recovery Ect  
  
Quantity Tons: 0.325  
Waste Quantity: 650  
Quantity Unit: P  
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: 2012  
Gen EPA ID: CAL000303626

Shipment Date: 20121218  
Creation Date: 5/14/2013 22:15:21  
Receipt Date: 20130103  
Manifest ID: 003616668SKS  
Trans EPA ID: TXR000081205  
Trans Name: SAFETY-KLEEN SYSTEMS INC  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDf EPA ID: NVT330010000  
Trans Name: US ECOLOGY NEVADA  
TSDf Alt EPA ID: Not reported  
TSDf Alt Name: Not reported  
Waste Code Description: 331 - Off-specification, aged, or surplus organics  
RCRA Code: Not reported  
Meth Code: H039 - Other Recovery Of Reclamation For Reuse Including Acid  
Regeneration, Organics Recovery Ect  
  
Quantity Tons: 0.65  
Waste Quantity: 1300  
Quantity Unit: P  
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: 20121101  
Creation Date: 4/17/2013 22:15:43  
Receipt Date: 20121112  
Manifest ID: 003472641SKS  
Trans EPA ID: TXR000081205

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	OKD981588791
Trans 2 Name:	TRIAD TRANSPORT INC
TSDf EPA ID:	NVT330010000
Trans Name:	US ECOLOGY NEVADA
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Quantity Tons:	0.175
Waste Quantity:	350
Quantity Unit:	P
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:	20121101
Creation Date:	4/17/2013 22:15:43
Receipt Date:	20121112
Manifest ID:	003472641SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	OKD981588791
Trans 2 Name:	TRIAD TRANSPORT INC
TSDf EPA ID:	NVT330010000
Trans Name:	US ECOLOGY NEVADA
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	222 - Oil/water separation sludge
RCRA Code:	Not reported
Meth Code:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Quantity Tons:	0.4875
Waste Quantity:	975
Quantity Unit:	P
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:	20121001
Creation Date:	8/25/2013 22:15:09
Receipt Date:	20121009
Manifest ID:	003140355SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS
Trans 2 EPA ID:	OKD981588791
Trans 2 Name:	TRIAD TRANSPORT INC
TSDf EPA ID:	NVT330010000
Trans Name:	US ECOLOGY NEVADA
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Quantity Tons:	0.175
Waste Quantity:	350
Quantity Unit:	P
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:	20121001
Creation Date:	3/26/2013 22:15:29
Receipt Date:	20121009
Manifest ID:	003140354SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS
Trans 2 EPA ID:	OKD981588791
Trans 2 Name:	TRIAD TRANSPORT INC
TSDf EPA ID:	TXD077603371
Trans Name:	SAFETY-KLEEN SYSTEMS INC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	D039
Meth Code:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.2
Waste Quantity:	400
Quantity Unit:	P
Additional Code 1:	D018
Additional Code 2:	D001
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20120821
Creation Date:	2/3/2013 22:15:07
Receipt Date:	20120828
Manifest ID:	003294930SKS
Trans EPA ID:	TXR000050930
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	OKD981588791
Trans 2 Name:	TRIAD TRANSPORT INC
TSDf EPA ID:	NVT330010000
Trans Name:	US ECOLOGY NEVADA
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Quantity Tons:	0.4875
Waste Quantity:	975
Quantity Unit:	P
Additional Code 1:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20120821
Creation Date:	1/15/2013 22:15:15
Receipt Date:	20120830
Manifest ID:	003262750SKS
Trans EPA ID:	TXR000050930
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	OKD981588791
Trans 2 Name:	TRIAD TRANSPORT INC
TSDf EPA ID:	TXD077603371
Trans Name:	SAFETY-KLEEN SYSTEMS INC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	D039
Meth Code:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.175
Waste Quantity:	350
Quantity Unit:	P
Additional Code 1:	D018
Additional Code 2:	D001
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20120709
Creation Date:	5/31/2013 22:15:05
Receipt Date:	20120719
Manifest ID:	003178185SKS
Trans EPA ID:	TXR000050930
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	OKD981588791
Trans 2 Name:	TRIAD TRANSPORT INC
TSDf EPA ID:	TXD077603371
Trans Name:	SAFETY-KLEEN SYSTEMS INC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	D039
Meth Code:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.35
Waste Quantity:	700
Quantity Unit:	P
Additional Code 1:	D018
Additional Code 2:	D001
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20120709
Creation Date:	5/30/2013 22:15:07
Receipt Date:	20120716
Manifest ID:	003262758SKS

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Trans EPA ID: TXR000050930  
Trans Name: SAFETY-KLEEN SYSTEMS INC  
Trans 2 EPA ID: OKD981588791  
Trans 2 Name: TRIAD TRANSPORT INC  
TSDF EPA ID: NVT330010000  
Trans Name: US ECOLOGY NEVADA  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 331 - Off-specification, aged, or surplus organics  
RCRA Code: Not reported  
Meth Code: H039 - Other Recovery Of Reclamation For Reuse Including Acid  
Regeneration, Organics Recovery Ect  
Quantity Tons: 0.325  
Waste Quantity: 650  
Quantity Unit: P  
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: 20120418  
Creation Date: 6/11/2013 22:15:20  
Receipt Date: 20120426  
Manifest ID: 003178186SKS  
Trans EPA ID: TXR000050930  
Trans Name: SAFETY-KLEEN SYSTEMS, INC.  
Trans 2 EPA ID: OKD981588791  
Trans 2 Name: TRIAD TRANSPORT, INC.  
TSDF EPA ID: NVT330010000  
Trans Name: US ECOLOGY NEVADA  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 331 - Off-specification, aged, or surplus organics  
RCRA Code: Not reported  
Meth Code: H039 - Other Recovery Of Reclamation For Reuse Including Acid  
Regeneration, Organics Recovery Ect  
Quantity Tons: 0.325  
Waste Quantity: 650  
Quantity Unit: P  
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: 2010  
Gen EPA ID: CAL000303626

Shipment Date: 20101108  
Creation Date: 4/22/2011 18:30:28  
Receipt Date: 20101115  
Manifest ID: 003823141FLE  
Trans EPA ID: TXR000050930  
Trans Name: SAFETY-KLEEN SYSTEMS INC  
Trans 2 EPA ID: OKD981588791

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Trans 2 Name:	TRIAD TRANSPORT
TSDf EPA ID:	TXD077603371
Trans Name:	SAFETY-KLEEN SYSTEMS INC
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:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.185
Waste Quantity:	370
Quantity Unit:	P
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:	20101108
Creation Date:	4/22/2011 18:30:20
Receipt Date:	20101116
Manifest ID:	003823142FLE
Trans EPA ID:	TXR000050930
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	OKD981588791
Trans 2 Name:	TRIAD TRANSPORT
TSDf EPA ID:	NVT330010000
Trans Name:	US ECOLOGY NEVADA
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Quantity Tons:	0.46
Waste Quantity:	920
Quantity Unit:	P
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:	20101108
Creation Date:	4/22/2011 18:30:20
Receipt Date:	20101116
Manifest ID:	003823142FLE
Trans EPA ID:	TXR000050930
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	OKD981588791
Trans 2 Name:	TRIAD TRANSPORT
TSDf EPA ID:	NVT330010000
Trans Name:	US ECOLOGY NEVADA
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	Not reported
Meth Code:	H039 - Other Recovery Of Reclamation For Reuse Including Acid



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Quantity Tons:	Regeneration, Organics Recovery Ect 0.46
Waste Quantity:	920
Quantity Unit:	P
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:	20101108
Creation Date:	4/22/2011 18:30:20
Receipt Date:	20101115
Manifest ID:	003823020FLE
Trans EPA ID:	TXR000050930
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	OKD981588791
Trans 2 Name:	TRIAD
TSDf EPA ID:	TXD077603371
Trans Name:	SAFETY-KLEEN SYSTEMS INC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	D039
Meth Code:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	Not reported
Waste Quantity:	460
Quantity Unit:	Not reported
Additional Code 1:	D018
Additional Code 2:	D001
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20100827
Creation Date:	2/8/2011 18:30:09
Receipt Date:	20100908
Manifest ID:	003727357FLE
Trans EPA ID:	TXR000050930
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	OKD981588791
Trans 2 Name:	TRIAD TRANSPORT
TSDf EPA ID:	NVT330010000
Trans Name:	US ECOLOGY NEVADA
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Quantity Tons:	0.69
Waste Quantity:	1380
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported

Map ID  
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Distance  
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MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Additional Code 5:	Not reported
Shipment Date:	20100827
Creation Date:	2/8/2011 18:30:09
Receipt Date:	20100908
Manifest ID:	003727357FLE
Trans EPA ID:	TXR000050930
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	OKD981588791
Trans 2 Name:	TRIAD TRANSPORT
TSDf EPA ID:	NVT330010000
Trans Name:	US ECOLOGY NEVADA
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	Not reported
Meth Code:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Quantity Tons:	0.56
Waste Quantity:	1120
Quantity Unit:	P
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:	20100528
Creation Date:	1/14/2011 18:30:17
Receipt Date:	20100607
Manifest ID:	003348161FLE
Trans EPA ID:	TXR000050930
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	OKD981588791
Trans 2 Name:	TRIAD
TSDf EPA ID:	TXD077603371
Trans Name:	SAFETY-KLEEN SYSTEMS INC
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:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.185
Waste Quantity:	370
Quantity Unit:	P
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:	20100527
Creation Date:	1/14/2011 18:30:17
Receipt Date:	20100610
Manifest ID:	002278400SKS
Trans EPA ID:	TXR000050930
Trans Name:	SAFETY-KLEEN SYSTEM INC

Map ID  
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MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	NVT330010000
Trans Name:	US ECOLOGY NEVADA
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	Not reported
Meth Code:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Quantity Tons:	0.325
Waste Quantity:	650
Quantity Unit:	P
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:	20100527
Creation Date:	1/14/2011 18:30:17
Receipt Date:	20100610
Manifest ID:	002278400SKS
Trans EPA ID:	TXR000050930
Trans Name:	SAFETY-KLEEN SYSTEM INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	NVT330010000
Trans Name:	US ECOLOGY NEVADA
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Quantity Tons:	0.35
Waste Quantity:	700
Quantity Unit:	P
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:	20100405
Creation Date:	12/16/2010 18:30:09
Receipt Date:	20100419
Manifest ID:	002285169SKS
Trans EPA ID:	TXR000050930
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	OKD981588791
Trans 2 Name:	TRIAD
TSDf EPA ID:	NVT330010000
Trans Name:	US ECOLOGY NEVADA
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics

Map ID  
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MAP FINDINGS

Site

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**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

RCRA Code: Not reported  
Meth Code: H039 - Other Recovery Of Reclamation For Reuse Including Acid  
Regeneration, Organics Recovery Ect  
Quantity Tons: 0.35  
Waste Quantity: 700  
Quantity Unit: P  
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: 2008  
Gen EPA ID: CAL000303626

Shipment Date: 20080103  
Creation Date: 6/4/2008 18:30:22  
Receipt Date: 20080113  
Manifest ID: 003576694JJK  
Trans EPA ID: CAR000188201  
Trans Name: ENVIRONMENTAL RECOVERY SERVICES INC  
Trans 2 EPA ID: NJD986607380  
Trans 2 Name: MAUMEE EXPRESS (ID #778)  
TSDF EPA ID: ARD981057870  
Trans Name: RINECO  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 343 - Unspecified organic liquid mixture  
RCRA Code: Not reported  
Meth Code: H061 - Fuel Blending Prior To Energy Recovery At Another Site  
Quantity Tons: 0.374  
Waste Quantity: 110  
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: 2016  
Gen EPA ID: CAL000303626

Shipment Date: 20151120  
Creation Date: 9/27/2016 18:31:13  
Receipt Date: 20151207  
Manifest ID: 005093276SKS  
Trans EPA ID: TXR000081205  
Trans Name: SAFETY-KLEEN SYSTEMS INC  
Trans 2 EPA ID: NJD986607380  
Trans 2 Name: MAUMEE EXPRESS INC  
TSDF EPA ID: NED981723513  
Trans Name: CLEAN HARBORS ENVIRONMENTAL SERVICES IN  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported

Map ID  
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MAP FINDINGS

Site

Database(s)

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**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Waste Code Description:	343 - Unspecified organic liquid mixture
RCRA Code:	Not reported
Meth Code:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.4875
Waste Quantity:	975
Quantity Unit:	P
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:	20151120
Creation Date:	3/22/2016 22:15:24
Receipt Date:	20151202
Manifest ID:	005093281SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	343 - Unspecified organic liquid mixture
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.1625
Waste Quantity:	325
Quantity Unit:	P
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:	20150821
Creation Date:	2/10/2016 22:15:22
Receipt Date:	20150902
Manifest ID:	004803358SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	NJD986607380
Trans 2 Name:	MAUMEE EXPRESS INC
TSDF EPA ID:	NED981723513
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES IN
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	343 - Unspecified organic liquid mixture
RCRA Code:	Not reported
Meth Code:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.275
Waste Quantity:	550
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported

Map ID  
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MAP FINDINGS

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Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20150819
Creation Date:	2/9/2016 22:15:11
Receipt Date:	20150925
Manifest ID:	004803330SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	CAR000187922
Trans 2 Name:	RUST & SONS TRUCKING INC
TSDf EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D035
Meth Code:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.1625
Waste Quantity:	325
Quantity Unit:	P
Additional Code 1:	D007
Additional Code 2:	D001
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20150710
Creation Date:	9/11/2015 22:15:55
Receipt Date:	20150722
Manifest ID:	004796382SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	343 - Unspecified organic liquid mixture
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Recovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.2
Waste Quantity:	400
Quantity Unit:	P
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:	20150521
Creation Date:	8/20/2015 22:15:20
Receipt Date:	20150604
Manifest ID:	004802588SKS

Map ID  
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MAP FINDINGS

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EDR ID Number  
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**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	343 - Unspecified organic liquid mixture
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Recovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.1875
Waste Quantity:	375
Quantity Unit:	P
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:	20150521
Creation Date:	1/19/2016 22:15:27
Receipt Date:	20150608
Manifest ID:	004802589SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	AZR000513770
Trans 2 Name:	SLT
TSDf EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D035
Meth Code:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.1875
Waste Quantity:	375
Quantity Unit:	P
Additional Code 1:	D007
Additional Code 2:	D001
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20150326
Creation Date:	6/26/2015 22:15:55
Receipt Date:	20150410
Manifest ID:	004685703SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported



Map ID  
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EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Waste Code Description:	343 - Unspecified organic liquid mixture
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.1625
Waste Quantity:	325
Quantity Unit:	P
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:	20150326
Creation Date:	10/5/2015 22:15:27
Receipt Date:	20150416
Manifest ID:	004685702SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	AZR000513770
Trans 2 Name:	SLT
TSDf EPA ID:	UTD991301748
Trans Name:	CLEAN HARBORS GRASSY MOUNTAIN LLC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill( To Include On-Site Treatment And/Or Stabilization)
Quantity Tons:	0.1625
Waste Quantity:	325
Quantity Unit:	P
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:	20150225
Creation Date:	6/25/2015 22:15:36
Receipt Date:	20150311
Manifest ID:	004726798SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	343 - Unspecified organic liquid mixture
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.1875
Waste Quantity:	375
Quantity Unit:	P

Map ID  
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MAP FINDINGS

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EDR ID Number  
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**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

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: 2007  
Gen EPA ID: CAL000303626

Shipment Date: 20070322  
Creation Date: 12/10/2007 18:30:29  
Receipt Date: 20070404  
Manifest ID: 001967090JJK  
Trans EPA ID: CA0000970392  
Trans Name: ENVIRONMENTAL RECOVERY SERVICES INC  
Trans 2 EPA ID: NJD986607380  
Trans 2 Name: MAUMEE EXPRESS (ID #778)  
TSDF EPA ID: ARD981057870  
Trans Name: RINECO  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 343 - Unspecified organic liquid mixture  
RCRA Code: Not reported  
Meth Code: H061 - Fuel Blending Prior To Energy Recovery At Another Site  
Quantity Tons: 0.561  
Waste Quantity: 165  
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: 2015  
Gen EPA ID: CAL000303626

Shipment Date: 20151120  
Creation Date: 9/27/2016 18:31:13  
Receipt Date: 20151207  
Manifest ID: 005093276SKS  
Trans EPA ID: TXR000081205  
Trans Name: SAFETY-KLEEN SYSTEMS INC  
Trans 2 EPA ID: NJD986607380  
Trans 2 Name: MAUMEE EXPRESS INC  
TSDF EPA ID: NED981723513  
Trans Name: CLEAN HARBORS ENVIRONMENTAL SERVICES IN  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 343 - Unspecified organic liquid mixture  
RCRA Code: Not reported  
Meth Code: H040 - Incineration--Thermal Destruction Other Than Use As A Fuel  
Quantity Tons: 0.4875  
Waste Quantity: 975  
Quantity Unit: P

Map ID  
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MAP FINDINGS

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Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

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:	20151120
Creation Date:	3/22/2016 22:15:24
Receipt Date:	20151202
Manifest ID:	005093281SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	343 - Unspecified organic liquid mixture
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.1625
Waste Quantity:	325
Quantity Unit:	P
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:	20150821
Creation Date:	2/10/2016 22:15:22
Receipt Date:	20150902
Manifest ID:	004803358SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	NJD986607380
Trans 2 Name:	MAUMEE EXPRESS INC
TSDf EPA ID:	NED981723513
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES IN
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	343 - Unspecified organic liquid mixture
RCRA Code:	Not reported
Meth Code:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.275
Waste Quantity:	550
Quantity Unit:	P
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:	20150819
Creation Date:	2/9/2016 22:15:11

Map ID  
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MAP FINDINGS

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EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Receipt Date: 20150925  
Manifest ID: 004803330SKS  
Trans EPA ID: TXR000081205  
Trans Name: SAFETY-KLEEN SYSTEMS INC  
Trans 2 EPA ID: CAR000187922  
Trans 2 Name: RUST & SONS TRUCKING INC  
TSDF EPA ID: UTD981552177  
Trans Name: CLEAN HARBORS ARAGONITE LLC  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 331 - Off-specification, aged, or surplus organics  
RCRA Code: D035  
Meth Code: H040 - Incineration--Thermal Destruction Other Than Use As A Fuel  
Quantity Tons: 0.1625  
Waste Quantity: 325  
Quantity Unit: P  
Additional Code 1: D007  
Additional Code 2: D001  
Additional Code 3: Not reported  
Additional Code 4: Not reported  
Additional Code 5: Not reported

Shipment Date: 20150710  
Creation Date: 9/11/2015 22:15:55  
Receipt Date: 20150722  
Manifest ID: 004796382SKS  
Trans EPA ID: TXR000081205  
Trans Name: SAFETY-KLEEN SYSTEMS INC  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAD044429835  
Trans Name: CLEAN HARBORS WILMINGTON LLC  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 343 - Unspecified organic liquid mixture  
RCRA Code: Not reported  
Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)  
Quantity Tons: 0.2  
Waste Quantity: 400  
Quantity Unit: P  
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: 20150521  
Creation Date: 1/19/2016 22:15:27  
Receipt Date: 20150608  
Manifest ID: 004802589SKS  
Trans EPA ID: TXR000081205  
Trans Name: SAFETY-KLEEN SYSTEMS INC  
Trans 2 EPA ID: AZR000513770  
Trans 2 Name: SLT  
TSDF EPA ID: UTD981552177  
Trans Name: CLEAN HARBORS ARAGONITE LLC

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MAP FINDINGS

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Database(s)

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EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 331 - Off-specification, aged, or surplus organics  
RCRA Code: D035  
Meth Code: H040 - Incineration--Thermal Destruction Other Than Use As A Fuel  
Quantity Tons: 0.1875  
Waste Quantity: 375  
Quantity Unit: P  
Additional Code 1: D007  
Additional Code 2: D001  
Additional Code 3: Not reported  
Additional Code 4: Not reported  
Additional Code 5: Not reported

Shipment Date: 20150521  
Creation Date: 8/20/2015 22:15:20  
Receipt Date: 20150604  
Manifest ID: 004802588SKS  
Trans EPA ID: TXR000081205  
Trans Name: SAFETY-KLEEN SYSTEMS INC  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAD044429835  
Trans Name: CLEAN HARBORS WILMINGTON LLC  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 343 - Unspecified organic liquid mixture  
RCRA Code: Not reported  
Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)  
Quantity Tons: 0.1875  
Waste Quantity: 375  
Quantity Unit: P  
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: 20150326  
Creation Date: 6/26/2015 22:15:55  
Receipt Date: 20150410  
Manifest ID: 004685703SKS  
Trans EPA ID: TXR000081205  
Trans Name: SAFETY-KLEEN SYSTEMS INC  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAD044429835  
Trans Name: CLEAN HARBORS WILMINGTON LLC  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 343 - Unspecified organic liquid mixture  
RCRA Code: Not reported  
Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)  
Quantity Tons: 0.1625  
Waste Quantity: 325

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Quantity Unit:	P
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:	20150326
Creation Date:	10/5/2015 22:15:27
Receipt Date:	20150416
Manifest ID:	004685702SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	AZR000513770
Trans 2 Name:	SLT
TSDf EPA ID:	UTD991301748
Trans Name:	CLEAN HARBORS GRASSY MOUNTAIN LLC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill( To Include On-Site Treatment And/Or Stabilization)
Quantity Tons:	0.1625
Waste Quantity:	325
Quantity Unit:	P
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:	20150225
Creation Date:	6/25/2015 22:15:36
Receipt Date:	20150311
Manifest ID:	004726798SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	343 - Unspecified organic liquid mixture
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.1875
Waste Quantity:	375
Quantity Unit:	P
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

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Additional Info:

Year:	2014
Gen EPA ID:	CAL000303626
Shipment Date:	20141231
Creation Date:	4/16/2015 22:14:56
Receipt Date:	20150120
Manifest ID:	004686429SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	MAD039322250
Trans 2 Name:	CLEAN HARBORS ENV SERVICES
TSDf EPA ID:	CAD980675276
Trans Name:	CLEAN HARBORS BUTTONWILLOW LLC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill( To Include On-Site Treatment And/Or Stabilization)
Quantity Tons:	0.1625
Waste Quantity:	325
Quantity Unit:	P
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:	20141125
Creation Date:	3/27/2015 22:15:11
Receipt Date:	20141209
Manifest ID:	004516597SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	MAD039322250
Trans 2 Name:	CLEAN HARBORS ENV SERVICES
TSDf EPA ID:	CAD980675276
Trans Name:	CLEAN HARBORS BUTTONWILLOW LLC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill( To Include On-Site Treatment And/Or Stabilization)
Quantity Tons:	0.4875
Waste Quantity:	975
Quantity Unit:	P
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:	20141014
Creation Date:	12/29/2014 22:15:00
Receipt Date:	20141027



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Manifest ID:	004536153SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	343 - Unspecified organic liquid mixture
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.2
Waste Quantity:	400
Quantity Unit:	P
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:	20141014
Creation Date:	1/26/2015 22:15:11
Receipt Date:	20141024
Manifest ID:	004536154SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	MAD039322250
Trans 2 Name:	CLEAN HARBORS ENV SERVICES
TSDf EPA ID:	CAD980675276
Trans Name:	CLEAN HARBORS BUTTONWILLOW LLC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill( To Include On-Site Treatment And/Or Stabilization)
Quantity Tons:	0.4875
Waste Quantity:	975
Quantity Unit:	P
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:	20140820
Creation Date:	10/22/2014 22:15:04
Receipt Date:	20140828
Manifest ID:	003934536SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.1625
Waste Quantity:	325
Quantity Unit:	P
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:	20140627
Creation Date:	9/13/2014 22:15:20
Receipt Date:	20140710
Manifest ID:	004367430SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.275
Waste Quantity:	550
Quantity Unit:	P
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:	20140522
Creation Date:	8/17/2014 22:15:06
Receipt Date:	20140606
Manifest ID:	004197781SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.65

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Waste Quantity:	1300
Quantity Unit:	P
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:	20140522
Creation Date:	8/17/2014 22:15:06
Receipt Date:	20140606
Manifest ID:	004197781SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	343 - Unspecified organic liquid mixture
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.1625
Waste Quantity:	325
Quantity Unit:	P
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:	20140424
Creation Date:	7/11/2014 22:15:07
Receipt Date:	20140515
Manifest ID:	004279201SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.1625
Waste Quantity:	325
Quantity Unit:	P
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

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Shipment Date: 20140226  
Creation Date: 4/30/2014 22:15:24  
Receipt Date: 20140311  
Manifest ID: 004158792SKS  
Trans EPA ID: TXR000081205  
Trans Name: SAFETY-KLEEN SYSTEMS INC  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAD044429835  
Trans Name: CLEAN HARBORS WILMINGTON LLC  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 331 - Off-specification, aged, or surplus organics  
RCRA Code: Not reported  
Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No  
Treatment/Reovery (H010-H129) Or (H131-H135)  
  
Quantity Tons: 0.198  
Waste Quantity: 396  
Quantity Unit: P  
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: 2011  
Gen EPA ID: CAL000303626

Shipment Date: 20111129  
Creation Date: 6/15/2012 20:30:07  
Receipt Date: 20111208  
Manifest ID: 002874571SKS  
Trans EPA ID: TXR000050930  
Trans Name: SAFETY-KLEEN SYSTEMS INC  
Trans 2 EPA ID: OKD981588791  
Trans 2 Name: TRIAD TRANSPORT  
TSDF EPA ID: NVT330010000  
Trans Name: US ECOLOGY NEVADA  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 541 - Photochemicals / photo processing waste  
RCRA Code: Not reported  
Meth Code: H039 - Other Recovery Of Reclamation For Reuse Including Acid  
Regeneration, Organics Recovery Ect  
  
Quantity Tons: 0.4875  
Waste Quantity: 975  
Quantity Unit: P  
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: 20111129  
Creation Date: 6/15/2012 20:30:07  
Receipt Date: 20111208

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Manifest ID:	002874571SKS
Trans EPA ID:	TXR000050930
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	OKD981588791
Trans 2 Name:	TRIAD TRANSPORT
TSDf EPA ID:	NVT330010000
Trans Name:	US ECOLOGY NEVADA
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Quantity Tons:	0.35
Waste Quantity:	700
Quantity Unit:	P
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:	20111020
Creation Date:	3/26/2012 20:30:13
Receipt Date:	20111101
Manifest ID:	002975219SKS
Trans EPA ID:	TXR000050930
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	OKD981588791
Trans 2 Name:	TRIAD TRANSPORT
TSDf EPA ID:	NVT330010000
Trans Name:	US ECOLOGY NEVADA
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Quantity Tons:	0.35
Waste Quantity:	700
Quantity Unit:	P
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:	20111020
Creation Date:	3/26/2012 20:30:13
Receipt Date:	20111101
Manifest ID:	002874572SKS
Trans EPA ID:	TXR000050930
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	OKD981588791
Trans 2 Name:	TRIAD TRANSPORT
TSDf EPA ID:	TXD077603371
Trans Name:	SAFETY-KLEEN SYSTEMS INC

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	D039
Meth Code:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.375
Waste Quantity:	750
Quantity Unit:	P
Additional Code 1:	D018
Additional Code 2:	D001
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20111020
Creation Date:	3/26/2012 20:30:13
Receipt Date:	20111101
Manifest ID:	002975219SKS
Trans EPA ID:	TXR000050930
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	OKD981588791
Trans 2 Name:	TRIAD TRANSPORT
TSDf EPA ID:	NVT330010000
Trans Name:	US ECOLOGY NEVADA
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	Not reported
Meth Code:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Quantity Tons:	0.4625
Waste Quantity:	925
Quantity Unit:	P
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:	20110816
Creation Date:	2/7/2012 20:30:12
Receipt Date:	20110824
Manifest ID:	002811276SKS
Trans EPA ID:	TXR000050930
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	OKD981588791
Trans 2 Name:	TRIAD TRANSPORT
TSDf EPA ID:	NVT330010000
Trans Name:	US ECOLOGY NEVADA
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Quantity Tons:	Not reported
Waste Quantity:	1600

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

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:	20110816
Creation Date:	2/7/2012 20:30:12
Receipt Date:	20110824
Manifest ID:	002811276SKS
Trans EPA ID:	TXR000050930
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	OKD981588791
Trans 2 Name:	TRIAD TRANSPORT
TSDf EPA ID:	NVT330010000
Trans Name:	US ECOLOGY NEVADA
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	Not reported
Meth Code:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Quantity Tons:	Not reported
Waste Quantity:	1125
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:	20110527
Creation Date:	11/12/2011 18:30:22
Receipt Date:	20110607
Manifest ID:	002811277SKS
Trans EPA ID:	TXR000050930
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	OKD981588791
Trans 2 Name:	TRIAD TRANSPORT
TSDf EPA ID:	NVT330010000
Trans Name:	US ECOLOGY NEVADA
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Quantity Tons:	0.325
Waste Quantity:	650
Quantity Unit:	P
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



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Shipment Date: 20110527  
Creation Date: 11/12/2011 18:30:22  
Receipt Date: 20110607  
Manifest ID: 002811277SKS  
Trans EPA ID: TXR000050930  
Trans Name: SAFETY-KLEEN SYSTEMS INC  
Trans 2 EPA ID: OKD981588791  
Trans 2 Name: TRIAD TRANSPORT  
TSDF EPA ID: NVT330010000  
Trans Name: US ECOLOGY NEVADA  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 541 - Photochemicals / photo processing waste  
RCRA Code: Not reported  
Meth Code: H039 - Other Recovery Of Reclamation For Reuse Including Acid  
Regeneration, Organics Recovery Ect

Quantity Tons: 0.625  
Waste Quantity: 1250  
Quantity Unit: P  
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: 20110317  
Creation Date: 8/26/2011 18:30:13  
Receipt Date: 20110330  
Manifest ID: 003823232FLE  
Trans EPA ID: TXR000050930  
Trans Name: SAFETY-KLEEN SYSTEMS INC  
Trans 2 EPA ID: OKD981588791  
Trans 2 Name: TRIAD  
TSDF EPA ID: NVT330010000  
Trans Name: US ECOLOGY NEVADA  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 331 - Off-specification, aged, or surplus organics  
RCRA Code: Not reported  
Meth Code: H039 - Other Recovery Of Reclamation For Reuse Including Acid  
Regeneration, Organics Recovery Ect

Quantity Tons: 0.375  
Waste Quantity: 750  
Quantity Unit: P  
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: 2017  
Gen EPA ID: CAL000303626

Shipment Date: 20171019  
Creation Date: 7/16/2018 18:30:44  
Receipt Date: 20171106

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Manifest ID:	006006387SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	MAD039322250
Trans 2 Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS OF WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	343 - Unspecified organic liquid mixture
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.65
Waste Quantity:	1300
Quantity Unit:	P
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:	20171019
Creation Date:	8/1/2018 18:31:15
Receipt Date:	20171111
Manifest ID:	006006385SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	MAD039322250
Trans 2 Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
TSDF EPA ID:	NED981723513
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES IN
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	343 - Unspecified organic liquid mixture
RCRA Code:	Not reported
Meth Code:	- Not reported
Quantity Tons:	0.325
Waste Quantity:	650
Quantity Unit:	P
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:	20170628
Creation Date:	8/24/2018 18:30:26
Receipt Date:	20170728
Manifest ID:	005882424SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	MAD039322250
Trans 2 Name:	CLEAN HARBORS
TSDF EPA ID:	CAD980675276
Trans Name:	CLEAN HARBORS OF BUTTONWILLOW LLC
TSDF Alt EPA ID:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

TSDf Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.1375
Waste Quantity:	275
Quantity Unit:	P
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:	20170512
Creation Date:	9/28/2018 18:30:12
Receipt Date:	20170521
Manifest ID:	005882421SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	MAD039322250
Trans 2 Name:	CLEAN HARBORS
TSDf EPA ID:	NED981723513
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES IN
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	343 - Unspecified organic liquid mixture
RCRA Code:	Not reported
Meth Code:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.1625
Waste Quantity:	325
Quantity Unit:	P
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:	20170512
Creation Date:	5/17/2018 18:31:33
Receipt Date:	20170523
Manifest ID:	005882423SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	MAD039322250
Trans 2 Name:	CLEAN HARBORS
TSDf EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS OF WILMINGTON LLC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	343 - Unspecified organic liquid mixture
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.1625
Waste Quantity:	325
Quantity Unit:	P

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

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:	20170127
Creation Date:	5/9/2018 18:31:44
Receipt Date:	20170216
Manifest ID:	005708564SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	MAD039322250
Trans 2 Name:	CLEAN HARBORS
TSDF EPA ID:	NED981723513
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES IN
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	343 - Unspecified organic liquid mixture
RCRA Code:	Not reported
Meth Code:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.1625
Waste Quantity:	325
Quantity Unit:	P
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:	20170127
Creation Date:	5/16/2017 18:30:23
Receipt Date:	20170210
Manifest ID:	005708566SKS
Trans EPA ID:	TXR000081205
Trans Name:	SAFETY-KLEEN SYSTEMS, INC.
Trans 2 EPA ID:	MAD039322250
Trans 2 Name:	CLEAN HARBORS
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS OF WILMINGTON, LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	343 - Unspecified organic liquid mixture
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.1625
Waste Quantity:	325
Quantity Unit:	P
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: D'ANDREA GRAPHICS CORP

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**D'ANDREA GRAPHICS CORP (Continued)**

**S113141251**

Address: 6341 ARIZONA CIR  
Address 2: Not reported  
City,State,Zip: LOS ANGELES, CA 90045  
EPA ID: CAL000303626  
Inactive Date: Not reported  
Create Date: 02/21/2006  
Last Act Date: 08/14/2019  
Mailing Name: Not reported  
Mailing Address: 6100 GATEWAY DR  
Mailing Address 2: Not reported  
Mailing City,State,Zip: CYPRESS, CA 90630  
Owner Name: DAVID D'ANDREA  
Owner Address: 6100 GATEWAY DR  
Owner Address 2: Not reported  
Owner City,State,Zip: CYPRESS, CA 90630  
Contact Name: PATRICK SPENCER  
Contact Address: 6100 GATEWAY DR  
Contact Address 2: Not reported  
City,State,Zip: CYPRESS, CA 90630

**NAICS:**

EPA ID: CAL000303626  
Create Date: 2006-02-21 11:18:30  
NAICS Code: 323114  
NAICS Description: Quick Printing  
Issued EPA ID Date: 2006-02-21 11:18:30  
Inactive Date: Not reported  
Facility Name: D'ANDREA GRAPHICS CORP  
Facility Address: 6341 ARIZONA CIR  
Facility Address 2: Not reported  
Facility City: LOS ANGELES  
Facility County: 19  
Facility State: CA  
Facility Zip: 90045

EPA ID: CAL000303626  
Create Date: 2009-06-03 10:27:29  
NAICS Code: 339999  
NAICS Description: All Other Miscellaneous Manufacturing  
Issued EPA ID Date: 2006-02-21 11:18:30  
Inactive Date: Not reported  
Facility Name: D'ANDREA GRAPHICS CORP  
Facility Address: 6341 ARIZONA CIR  
Facility Address 2: Not reported  
Facility City: LOS ANGELES  
Facility County: 19  
Facility State: CA  
Facility Zip: 90045

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

EDR ID Number  
EPA ID Number

**G43**  
**WNW**  
**< 1/8**  
**0.096 mi.**  
**505 ft.**

**BURTON PLATING CO/C**  
**6341 W ARIZONA CIR**  
**LOS ANGELES, CA 90045**

**CA HAZMAT**

**S123541974**  
**N/A**

**Site 3 of 7 in cluster G**

**Relative:**  
**Higher**

LOS ANGELES HM:

**Actual:**  
**31 ft.**

Name: BURTON PLATING CO/C  
Address: 6341 W ARIZONA CIR  
City,State,Zip: LOS ANGELES, CA 90045  
Facility ID: FA0002021  
Last Run Date: 06/01/2019  
Status: INACTIVE

**G44**  
**WNW**  
**< 1/8**  
**0.096 mi.**  
**505 ft.**

**BURTON PLATING INC**  
**6341 ARIZONA CIR**  
**LOS ANGELES, CA 90045**

**SEMS-ARCHIVE**

**1000417271**  
**CAD063826663**

**Site 4 of 7 in cluster G**

**Relative:**  
**Higher**

**Actual:**  
**31 ft.**

SEMS Archive:

Site ID: 0901504  
EPA ID: CAD063826663  
Name: BURTON SILVER PLATING CO  
Address: 6341 ARIZONA CIRCLE  
Address 2: Not reported  
City,State,Zip: LOS ANGELES, CA 90045  
Cong District: 27  
FIPS Code: 06037  
FF: N  
NPL: Not on the NPL  
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

SEMS Archive Detail:

Region: 09  
Site ID: 0901504  
EPA ID: CAD063826663  
Site Name: BURTON SILVER PLATING CO  
NPL: N  
FF: N  
OU: 00  
Action Code: VS  
Action Name: ARCH SITE  
SEQ: 1  
Start Date: Not reported  
Finish Date: 1987-04-01 05:00:00  
Qual: Not reported  
Current Action Lead: EPA Perf In-Hse

Region: 09  
Site ID: 0901504  
EPA ID: CAD063826663  
Site Name: BURTON SILVER PLATING CO  
NPL: N  
FF: N  
OU: 00

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**BURTON PLATING INC (Continued)**

**1000417271**

Action Code: DS  
Action Name: DISCVRY  
SEQ: 1  
Start Date: 1986-12-01 05:00:00  
Finish Date: 1986-12-01 05:00:00  
Qual: Not reported  
Current Action Lead: EPA Perf

Region: 09  
Site ID: 0901504  
EPA ID: CAD063826663  
Site Name: BURTON SILVER PLATING CO  
NPL: N  
FF: N  
OU: 00  
Action Code: PA  
Action Name: PA  
SEQ: 1  
Start Date: 1986-12-01 05:00:00  
Finish Date: 1987-04-01 05:00:00  
Qual: N  
Current Action Lead: EPA Perf

**RCRA-SQG:**

Date form received by agency: 1996-09-01 00:00:00.0  
Facility name: BURTON PLATING INC  
Facility address: 6341 ARIZONA CIR  
LOS ANGELES, CA 90045  
EPA ID: CAD063826663  
Mailing address: 6341 ARIZONA CIRCLE  
LOS ANGELES, CA 90045  
Contact: Not reported  
Contact address: Not reported  
Contact country: US  
Contact telephone: Not reported  
Contact email: Not reported  
EPA Region: 09  
Land type: Facility is not located on Indian land. Additional information is not known.  
Classification: Small Small Quantity Generator  
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

**Owner/Operator Summary:**

Owner/operator name: BETA POWER INC  
Owner/operator address: NOT REQUIRED  
NOT REQUIRED, ME 99999  
Owner/operator country: Not reported  
Owner/operator telephone: 415-555-1212  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**BURTON PLATING INC (Continued)**

**1000417271**

Legal status: Private  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported  
  
Owner/operator name: NOT REQUIRED  
Owner/operator address: NOT REQUIRED  
NOT REQUIRED, ME 99999  
  
Owner/operator country: Not reported  
Owner/operator telephone: 415-555-1212  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Private  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Historical Generators:

Date form received by agency: 1980-08-08 00:00:00.0  
Site name: BURTON PLATING INC  
Classification: Large Quantity Generator

Violation Status: No violations found

Evaluation Action Summary:

Evaluation date: 1993-10-13 00:00:00.0  
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE  
Area of violation: Not reported  
Date achieved compliance: Not reported  
Evaluation lead agency: State Contractor/Grantee

SLIC REG 4:

Region: 4  
Facility Status: Remediation  
SLIC: 0198  
Substance: VOCs  
Staff: AH

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**BURTON PLATING INC (Continued)**

**1000417271**

**CPS-SLIC:**

Name: BURTON PLATING FACILITY (FORMER)  
Address: 6341 ARIZONA CIRCLE  
City,State,Zip: LOS ANGELES, CA  
Region: STATE  
**Facility Status:** **Open - Remediation**  
Status Date: 03/24/2004  
Global Id: SL2046T1656  
Lead Agency: LOS ANGELES RWQCB (REGION 4)  
Lead Agency Case Number: Not reported  
Latitude: 33.981005  
Longitude: -118.397505  
Case Type: Cleanup Program Site  
Case Worker: JEC  
Local Agency: Not reported  
RB Case Number: 198  
File Location: Regional Board  
Potential Media Affected: Other Groundwater (uses other than drinking water), Soil, Soil Vapor  
Potential Contaminants of Concern: Tetrachloroethylene (PCE), Trichloroethylene (TCE)  
Site History: The Site has been used as a silver and gold plating facility from the early 1970s to approximately 1980. Plating operations impacted the subsurface with volatile organic compounds (VOCs) . The primary sources of VOC-impact included a VOC-based degreaser and an industrial wastewater clarifier located near the northwest corner of the building. Site investigations have been conducted at the site since 1986 and involved soil gas surveys, soil borings and installation and sampling of groundwater monitoring wells. The site assessments have indicated that the soil and groundwater are impacted with VOCs such as trichloroethene (TCE), perchloroethylene (PCE) and Freon. Various soil and groundwater remedial actions have also been implemented. A Soil Vapor Extraction (SVE) system operating from March 24, 2004 through November 9, 2005 has removed an estimated VOC mass of 1,189 pounds from the soil. A clarifier was excavated and removed from the site together with approximately 100 cubic yards of soil. An enhanced bioremediation involving injection of HRC"1 was also implemented to remediate the groundwater. Approximately 1,560 pounds of HRC"1 was injected into 28 borings between 25 and 35 feet below ground surface (bgs) between August 2006 and September 2006. A vacuum-enhanced groundwater extraction was performed between April 2005 through June 2008 and approximately 35,758 gallons of groundwater extracted. However, only an estimated 3.98 pounds of VOCs were removed by the groundwater extraction. A full-scale groundwater extraction and treatment system was installed and began operation in September 2013. Site assessment and remediation are still underway under Regional Board's oversight.

[Click here to access the California GeoTracker records for this facility:](#)

**SWEEPS UST:**

Name: BURTON PLATING CO  
Address: 6341 ARIZONA CIR  
City: LOS ANGELES  
Status: Not reported  
Comp Number: 1359  
Number: Not reported  
Board Of Equalization: 44-011744

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**BURTON PLATING INC (Continued)**

**1000417271**

Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 19-050-001359-000001  
Tank Status: Not reported  
Capacity: 1  
Active Date: Not reported  
Tank Use: CHEMICAL  
STG: PRODUCT  
Content: UNKNOWN  
Number Of Tanks: 7

Name: BURTON PLATING CO  
Address: 6341 ARIZONA CIR  
City: LOS ANGELES  
Status: Not reported  
Comp Number: 1359  
Number: Not reported  
Board Of Equalization: 44-011744  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 19-050-001359-000002  
Tank Status: Not reported  
Capacity: 1  
Active Date: Not reported  
Tank Use: CHEMICAL  
STG: PRODUCT  
Content: UNKNOWN  
Number Of Tanks: Not reported

Name: BURTON PLATING CO  
Address: 6341 ARIZONA CIR  
City: LOS ANGELES  
Status: Not reported  
Comp Number: 1359  
Number: Not reported  
Board Of Equalization: 44-011744  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 19-050-001359-000003  
Tank Status: Not reported  
Capacity: 1  
Active Date: Not reported  
Tank Use: CHEMICAL  
STG: PRODUCT  
Content: UNKNOWN  
Number Of Tanks: Not reported

Name: BURTON PLATING CO  
Address: 6341 ARIZONA CIR  
City: LOS ANGELES  
Status: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**BURTON PLATING INC (Continued)**

**1000417271**

Comp Number: 1359  
Number: Not reported  
Board Of Equalization: 44-011744  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 19-050-001359-000004  
Tank Status: Not reported  
Capacity: 900  
Active Date: Not reported  
Tank Use: CHEMICAL  
STG: PRODUCT  
Content: UNKNOWN  
Number Of Tanks: Not reported

Name: BURTON PLATING CO  
Address: 6341 ARIZONA CIR  
City: LOS ANGELES  
Status: Not reported  
Comp Number: 1359  
Number: Not reported  
Board Of Equalization: 44-011744  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 19-050-001359-000005  
Tank Status: Not reported  
Capacity: 770  
Active Date: Not reported  
Tank Use: CHEMICAL  
STG: PRODUCT  
Content: UNKNOWN  
Number Of Tanks: Not reported

Name: BURTON PLATING CO  
Address: 6341 ARIZONA CIR  
City: LOS ANGELES  
Status: Not reported  
Comp Number: 1359  
Number: Not reported  
Board Of Equalization: 44-011744  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 19-050-001359-000006  
Tank Status: Not reported  
Capacity: 900  
Active Date: Not reported  
Tank Use: CHEMICAL  
STG: PRODUCT  
Content: UNKNOWN  
Number Of Tanks: Not reported

Name: BURTON PLATING CO

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**BURTON PLATING INC (Continued)**

**1000417271**

Address: 6341 ARIZONA CIR  
City: LOS ANGELES  
Status: Not reported  
Comp Number: 1359  
Number: Not reported  
Board Of Equalization: 44-011744  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 19-050-001359-000007  
Tank Status: Not reported  
Capacity: 900  
Active Date: Not reported  
Tank Use: CHEMICAL  
STG: PRODUCT  
Content: UNKNOWN  
Number Of Tanks: Not reported

**HIST UST:**

Name: BURTON PLATING CO.  
Address: 6341 ARIZONA CIR  
City,State,Zip: LOS ANGELES, CA 90045  
File Number: Not reported  
URL: Not reported  
Region: STATE  
Facility ID: 00000047095  
Facility Type: Other  
Other Type: ELECTROPLATING  
Contact Name: JIRI PETRASEK  
Telephone: 2137764090  
Owner Name: INTEGRATED SPECIALTIES, INC.  
Owner Address: 1551 EAST ORANGETHORPE AVE.  
Owner City,St,Zip: FULLERTON, CA 92634  
Total Tanks: 0001

Tank Num: 001  
Container Num: 8  
Year Installed: 1964  
Tank Capacity: 00002500  
Tank Used for: WASTE  
Type of Fuel: Not reported  
Container Construction Thickness: 4  
Leak Detection: Visual

Tank Num: 001  
Container Num: 4  
Year Installed: Not reported  
Tank Capacity: 00000000  
Tank Used for: Not reported  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: Not reported

Tank Num: 002  
Container Num: 5  
Year Installed: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**BURTON PLATING INC (Continued)**

**1000417271**

Tank Capacity: 00000000  
Tank Used for: Not reported  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: Not reported

Tank Num: 003  
Container Num: 6  
Year Installed: Not reported  
Tank Capacity: 00007500  
Tank Used for: Not reported  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: Not reported

Tank Num: 004  
Container Num: 1  
Year Installed: 1984  
Tank Capacity: 00000900  
Tank Used for: PRODUCT  
Type of Fuel: Not reported  
Container Construction Thickness: 1/8  
Leak Detection: Visual

Tank Num: 005  
Container Num: 7  
Year Installed: 1964  
Tank Capacity: 00000770  
Tank Used for: WASTE  
Type of Fuel: Not reported  
Container Construction Thickness: 8  
Leak Detection: Visual

Tank Num: 006  
Container Num: 2  
Year Installed: 1984  
Tank Capacity: 00000900  
Tank Used for: WASTE  
Type of Fuel: Not reported  
Container Construction Thickness: 1/8  
Leak Detection: Visual

Tank Num: 007  
Container Num: 3  
Year Installed: 1984  
Tank Capacity: 00000900  
Tank Used for: WASTE  
Type of Fuel: Not reported  
Container Construction Thickness: 1/8  
Leak Detection: Visual

**CA FID UST:**

Facility ID: 19029646  
Regulated By: UTKNI  
Regulated ID: 00019016  
Cortese Code: Not reported  
SIC Code: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**BURTON PLATING INC (Continued)**

**1000417271**

Facility Phone: 2137764090  
Mail To: Not reported  
Mailing Address: 6341 ARIZONA CIR  
Mailing Address 2: Not reported  
Mailing City,St,Zip: LOS ANGELES 900450000  
Contact: Not reported  
Contact Phone: Not reported  
DUNs Number: Not reported  
NPDES Number: Not reported  
EPA ID: Not reported  
Comments: Not reported  
Status: Inactive

**FINDS:**

Registry ID: 110002139365

Click Here:

**Environmental Interest/Information System:**

US EPA TRIS (Toxics Release Inventory System) contains information from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

**ECHO:**

Envid: 1000417271  
Registry ID: 110002139365  
DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110002139365>  
Name: BURTON PLATING INC  
Address: 6341 ARIZONA CIRCLE  
City,State,Zip: LOS ANGELES, CA 90045

**CERS:**

Name: BURTON PLATING FACILITY (FORMER)  
Address: 6341 ARIZONA CIRCLE  
City,State,Zip: LOS ANGELES, CA  
Site ID: 191573  
CERS ID: SL2046T1656  
CERS Description: Cleanup Program Site

**Affiliation:**

Affiliation Type Desc: Regional Board Caseworker  
Entity Name: JOSEPH EDMUND CARRASCO JR. - LOS ANGELES RWQCB (REGION 4)  
Entity Title: Not reported  
Affiliation Address: 320 West 4th Street  
Affiliation City: LOS ANGELES  
Affiliation State: CA  
Affiliation Country: Not reported



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**BURTON PLATING INC (Continued)**

**1000417271**

Affiliation Zip: Not reported  
Affiliation Phone: 2135766731  
  
Name: BURTON PLATING, INC.  
Address: 6341 ARIZONA  
City,State,Zip: LOS ANGELES, CA 90045  
Site ID: 309809  
CERS ID: 212162  
CERS Description: Tanks & Ground Water Clean Up

**H45  
SE  
< 1/8  
0.096 mi.  
508 ft.**

**TRIZEC WEST LA TOWER LLC  
6701 CENTER DR  
LOS ANGELES, CA 90045**

**Site 1 of 3 in cluster H**

**CA CERS TANKS  
CA HAZNET  
CA HAZMAT  
CA CERS  
CA HWTS**

**S113154157  
N/A**

**Relative:  
Higher  
  
Actual:  
38 ft.**

CERS TANKS:  
Name: BRE HH PROPERTY OWNER, LLC  
Address: 6701 CENTER DR W  
City,State,Zip: LOS ANGELES, CA 90045  
Site ID: 163572  
CERS ID: 10247656  
CERS Description: Underground Storage Tank

**HAZNET:**

Name: TRIZEC WEST LA TOWER LLC  
Address: 6701 CENTER DR  
Address 2: Not reported  
City,State,Zip: LOS ANGELES, CA 90045  
Contact: ROBERT BERUBE  
Telephone: 3104174634  
Mailing Name: Not reported  
Mailing Address: 6080 CTR DR STE 200  
  
Year: 2013  
Gepaid: CAL000336911  
TSD EPA ID: CAT080013352  
CA Waste Code: 214 - Unspecified solvent mixture  
Disposal Method: H061 - Fuel Blending Prior To Energy Recovery At Another Site  
Tons: 2.16  
  
Year: 2011  
Gepaid: CAL000336911  
TSD EPA ID: CAD099452708  
CA Waste Code: 221 - Waste oil and mixed oil  
Disposal Method: H039 - Other Recovery Of Reclamation For Reuse Including Acid  
Regeneration, Organics Recovery Ect  
Tons: 0.2584  
  
Year: 2011  
Gepaid: CAL000336911  
TSD EPA ID: CAD982444481  
CA Waste Code: 291 - Latex waste  
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No  
Treatment/Reovery (H010-H129) Or (H131-H135)  
Tons: 0.65

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

TRIZEC WEST LA TOWER LLC (Continued)

S113154157

Year:	2011
Gepaid:	CAL000336911
TSD EPA ID:	CAD079462708
CA Waste Code:	221 - Waste oil and mixed oil
Disposal Method:	-
Tons:	0.19
Year:	2009
Gepaid:	CAL000336911
TSD EPA ID:	CAD028409019
CA Waste Code:	291 - Latex waste
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.4587
Year:	2009
Gepaid:	CAL000336911
TSD EPA ID:	CAD099452708
CA Waste Code:	221 - Waste oil and mixed oil
Disposal Method:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.209
Year:	2008
Gepaid:	CAL000336911
TSD EPA ID:	CAD099452708
CA Waste Code:	221 - Waste oil and mixed oil
Disposal Method:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.304
Year:	2008
Gepaid:	CAL000336911
TSD EPA ID:	CAT080013352
CA Waste Code:	221 - Waste oil and mixed oil
Disposal Method:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	2.489

Additional Info:

Year:	2009
Gen EPA ID:	CAL000336911
Shipment Date:	20090925
Creation Date:	11/25/2009 18:30:17
Receipt Date:	20090929
Manifest ID:	001712484JJK
Trans EPA ID:	CAD982413262
Trans Name:	EVERGREEN ENVIRONMENTAL SERVICES
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSD EPA ID:	CAD028409019
Trans Name:	CROSBY AND OVERTON
TSD EPA ID:	Not reported
TSD EPA Name:	Not reported
Waste Code Description:	291 - Latex waste

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TRIZEC WEST LA TOWER LLC (Continued)**

**S113154157**

RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.4587
Waste Quantity:	110
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:	20090806
Creation Date:	9/23/2009 18:30:38
Receipt Date:	20090812
Manifest ID:	000068114JJK
Trans EPA ID:	CAR000174011
Trans Name:	CLEAN FUELS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD099452708
Trans Name:	INDUSTRIAL SERVICE OIL COMPANY
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:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Quantity Tons:	0.209
Waste Quantity:	55
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:	2008
Gen EPA ID:	CAL000336911
Shipment Date:	20081110
Creation Date:	1/14/2009 18:30:19
Receipt Date:	20081111
Manifest ID:	003593938JJK
Trans EPA ID:	CAR000175422
Trans Name:	WORLDWIDE RECOVERY SYSTEMS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080013352
Trans Name:	DEMENNO KERDOON
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:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

TRIZEC WEST LA TOWER LLC (Continued)

S113154157

Quantity Tons:	0.684
Waste Quantity:	180
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:	20081110
Creation Date:	1/14/2009 18:30:19
Receipt Date:	20081111
Manifest ID:	003593938JJK
Trans EPA ID:	CAR000175422
Trans Name:	WORLDWIDE RECOVERY SYSTEMS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAT080013352
Trans Name:	DEMENNO KERDOON
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:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Quantity Tons:	1.805
Waste Quantity:	475
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:	20081017
Creation Date:	11/17/2008 18:30:18
Receipt Date:	20081017
Manifest ID:	000799025GBF
Trans EPA ID:	CAD982488470
Trans Name:	SWIFT OIL & VACUUM INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAD099452708
Trans Name:	INDUSTRIAL SERVICE OIL CO INC
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:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Quantity Tons:	0.304
Waste Quantity:	80
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TRIZEC WEST LA TOWER LLC (Continued)**

**S113154157**

Additional Code 5: Not reported

Additional Info:

Year: 2013  
Gen EPA ID: CAL000336911

Shipment Date: 20131004  
Creation Date: 11/25/2013 22:15:07  
Receipt Date: 20131004  
Manifest ID: 001975011GBF  
Trans EPA ID: CAD980814446  
Trans Name: MARK ALARCON'S WASTE OIL SERVICE  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDf EPA ID: CAT080013352  
Trans Name: DEMENNO KERDOON  
TSDf Alt EPA ID: Not reported  
TSDf Alt Name: Not reported  
Waste Code Description: 214 - Unspecified solvent mixture  
RCRA Code: F003  
Meth Code: H061 - Fuel Blending Prior To Energy Recovery At Another Site  
Quantity Tons: 2.16  
Waste Quantity: 600  
Quantity Unit: G  
Additional Code 1: D001  
Additional Code 2: Not reported  
Additional Code 3: Not reported  
Additional Code 4: Not reported  
Additional Code 5: Not reported

Additional Info:

Year: 2011  
Gen EPA ID: CAL000336911

Shipment Date: 20110825  
Creation Date: 10/22/2011 18:30:26  
Receipt Date: 20110826  
Manifest ID: 000068198JJK  
Trans EPA ID: CAR000174011  
Trans Name: CLEAN FUELS INC  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDf EPA ID: CAD099452708  
Trans Name: INDUSTRIAL SERVICES OIL CO INC  
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: H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect  
Quantity Tons: 0.2584  
Waste Quantity: 68  
Quantity Unit: G  
Additional Code 1: Not reported  
Additional Code 2: Not reported  
Additional Code 3: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TRIZEC WEST LA TOWER LLC (Continued)**

**S113154157**

Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20110713
Creation Date:	9/1/2011 18:31:36
Receipt Date:	20110714
Manifest ID:	001438113GBF
Trans EPA ID:	CAD982488470
Trans Name:	SWIFT OIL & VACUUM INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAD982444481
Trans Name:	FILTER RECYCLING SERVICES INC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	291 - Latex waste
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.2
Waste Quantity:	400
Quantity Unit:	P
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:	20110126
Creation Date:	3/28/2011 18:30:35
Receipt Date:	20110127
Manifest ID:	001437304GBF
Trans EPA ID:	CAD982488470
Trans Name:	SWIFT OIL & VACUUM INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAD982444481
Trans Name:	FILTER RECYCLING SERVICES INC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	291 - Latex waste
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.45
Waste Quantity:	900
Quantity Unit:	P
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:	20110121
Creation Date:	6/4/2013 22:15:22
Receipt Date:	Not reported
Manifest ID:	001437287GBF

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TRIZEC WEST LA TOWER LLC (Continued)**

**S113154157**

Trans EPA ID: CAD982158470  
Trans Name: SWIFT OIL & VACUUM INC  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAD079462708  
Trans Name: INDUSTRIAL SERVICE OIL CO INC  
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: - Not reported  
Quantity Tons: 0.19  
Waste Quantity: 50  
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

**LOS ANGELES HM:**

Name: DELL - LA2  
Address: 6701 CENTER DR W 1000  
City,State,Zip: LOS ANGELES, CA 90045  
Facility ID: FA0038030  
Last Run Date: 06/01/2019  
Status: INACTIVE

Name: BRE HH PROPERTY OWNER  
Address: 6701 CENTER DR W  
City,State,Zip: LOS ANGELES, CA 90045  
Facility ID: FA0020677  
Last Run Date: 06/01/2019  
Status: ACTIVE

**CERS:**

Name: BRE HH PROPERTY OWNER, LLC  
Address: 6701 CENTER DR W  
City,State,Zip: LOS ANGELES, CA 90045  
Site ID: 163572  
CERS ID: 10247656  
CERS Description: Chemical Storage Facilities

**Violations:**

Site ID: 163572  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-13-2015  
Citation: 23 CCR 16 2715(a) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(a)  
Violation Description: Failure to submit statement of UST compliance and/or Designated Operator certification.  
Violation Notes: Returned to compliance on 09/05/2016. OBSERVATION: Owner/Operator did not submit UST compliance statement and/or Designated Operator current certification. CORRECTIVE ACTION: Submit UST compliance statement and/or Designated Operator current certification.  
Violation Division: Los Angeles City Fire Department  
Violation Program: UST



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TRIZEC WEST LA TOWER LLC (Continued)**

**S113154157**

Violation Source: CERS

Site ID: 163572  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-13-2015  
Citation: HSC 6.7 25284(a)(3) - California Health and Safety Code, Chapter 6.7, Section(s) 25284(a)(3)  
Violation Description: Failure to submit, maintain, or implement an owner/operator written agreement.  
Violation Notes: Returned to compliance on 09/05/2016. OBSERVATION: Owner/Operator did not submit, maintain and implement an owner/operator written agreement. CORRECTIVE ACTION: Submit, maintain and implement an owner/operator written agreement.  
Violation Division: Los Angeles City Fire Department  
Violation Program: UST  
Violation Source: CERS

Site ID: 163572  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-13-2015  
Citation: HSC 6.7 25286(a) - California Health and Safety Code, Chapter 6.7, Section(s) 25286(a)  
Violation Description: Failure to submit a complete and accurate application for a permit to operate an underground storage tank, or for renewal of the permit.  
Violation Notes: Returned to compliance on 09/05/2016. OBSERVATION: Owner/Operator did not submit and/or maintain an accurate UST Operating Permit Application for Facility information and/or Tank information. CORRECTIVE ACTION: Submit and maintain an accurate UST Operating Permit Application for Facility information and/or Tank information.  
Violation Division: Los Angeles City Fire Department  
Violation Program: UST  
Violation Source: CERS

Site ID: 163572  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-13-2015  
Citation: HSC 6.7 25286 - California Health and Safety Code, Chapter 6.7, Section(s) 25286  
Violation Description: Failure to obtain and maintain a valid Board of Equalization account number.  
Violation Notes: Returned to compliance on 09/05/2016. OBSERVATION: Facility does not have a valid BOE number. CORRECTIVE ACTION: Obtain, submit, and maintain a valid Board of Equalization account number.  
Violation Division: Los Angeles City Fire Department  
Violation Program: UST  
Violation Source: CERS

Site ID: 163572  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-13-2015  
Citation: 23 CCR 16 2711(a)(8) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2711(a)(8)  
Violation Description: Failure to submit, obtain approval, or maintain a complete/accurate plot plan.  
Violation Notes: Returned to compliance on 09/05/2016. OBSERVATION: Owner/Operator did not submit, obtain approval, and maintain a complete/accurate plot plan. CORRECTIVE ACTION: Submit, obtain approval, and maintain a

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TRIZEC WEST LA TOWER LLC (Continued)**

**S113154157**

complete/accurate plot plan.  
Violation Division: Los Angeles City Fire Department  
Violation Program: UST  
Violation Source: CERS

Site ID: 163572  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-13-2015  
Citation: 23 CCR 16 2712(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(i)  
Violation Description: Failure to submit, obtain approval, or maintain a complete/accurate response plan.  
Violation Notes: Returned to compliance on 09/05/2016. OBSERVATION: Owner/Operator did not submit and/or maintain an approved response plan. CORRECTIVE ACTION: Submit and maintain an approved response plan.

Violation Division: Los Angeles City Fire Department  
Violation Program: UST  
Violation Source: CERS

Site ID: 163572  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-20-2019  
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)  
Violation Description: Failure to establish and electronically submit an adequate emergency response plan and procedures for a release or threatened release of a hazardous material.  
Violation Notes: Returned to compliance on 06/25/2019. OBSERVATION: The business failed to establish and electronically submit adequate emergency response procedures for a release or threatened release of a hazardous material. CORRECTIVE ACTION: Establish and electronically submit adequate emergency response procedures for a release or threatened release of a hazardous material within 30 days. \*\*Pages 3 and 4 need to be completed on Contingency plan

Violation Division: Los Angeles City Fire Department  
Violation Program: HMRRP  
Violation Source: CERS

Site ID: 163572  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-13-2015  
Citation: 23 CCR 16 2712(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(i)  
Violation Description: Failure to maintain on site an approved monitoring plan.  
Violation Notes: Returned to compliance on 09/05/2016. OBSERVATION: Owner/Operator did not maintain an approved monitoring plan. CORRECTIVE ACTION: Maintain an approved monitoring plan. Submit monitoring plan for approval.

Violation Division: Los Angeles City Fire Department  
Violation Program: UST  
Violation Source: CERS

Site ID: 163572  
Site Name: BRE HH PROPERTY OWNER, LLC  
Violation Date: 05-13-2015  
Citation: HSC 6.75 25299.30-25299.34 - California Health and Safety Code, Chapter 6.75, Section(s) 25299.30-25299.34  
Violation Description: Failure to submit and maintain complete and current Certification of

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TRIZEC WEST LA TOWER LLC (Continued)**

**S113154157**

Violation Notes: Financial Responsibility or other mechanism of financial assurance.  
Returned to compliance on 09/05/2016. OBSERVATION: Financial responsibility documents have not been submitted to the CUPA. Current financial responsibility documents are required to be submitted annually. CORRECTIVE ACTION: Complete and submit a copy of the financial responsibility by [date, 30 days from now].

Violation Division: Los Angeles City Fire Department  
Violation Program: UST  
Violation Source: CERS

Evaluation:  
Eval General Type: Compliance Evaluation Inspection  
Eval Date: 05-01-2018  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Inspector Husband LAFD, on site this date to conduct routine inspection hazmat. Consent to enter, inspect and take photographs was given on this date by SEAN WALSH Report emailed to: rodel\_salvio@equityoffice.com, sean\_walsh@equityoffice.com

Eval Division: Los Angeles City Fire Department  
Eval Program: HMRRP  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 05-01-2018  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Inspector Husband LAFD, on site this date to conduct routine inspection of underground storage tank. Consent to enter, inspect and take photographs was given on this date by SEAN WALSH Monitoring system certification (was) conducted at this time. Monitoring certification was performed by (TIMOTHY CAPEHART - CONFIDENCE UST SERVICES). Tester provided the following certifications: ICC: 8414476 EXP: 2/29/20 Veeder-Root: VMI: Other: The UST monitoring panel showed all functions normal. The monitoring set up and alarm history were provided for review. The sumps and UDCs were opened for inspection and the sensors were observed positioned to detect a leak at the earliest opportunity. The spill buckets were also visually inspected. The Monitoring Plan was compared to the equipment onsite. The operation of the UST system was compared to the conditions of the operating permit. Property Owner: BRE HH Property Owner, LLC Tank Owner/ Operator: BRE HH Property [Truncated]

Eval Division: Los Angeles City Fire Department  
Eval Program: UST  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 05-09-2016  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: PERMISSION TO INSPECT GRANTED BY Chris Pierce, CHIEF ENGINEER EMAILED REPORT TO bayron.arriaza@hines.com

Eval Division: Los Angeles City Fire Department  
Eval Program: HMRRP  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

TRIZEC WEST LA TOWER LLC (Continued)

S113154157

Eval Date: 05-15-2014  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Not reported  
Eval Division: Los Angeles City Fire Department  
Eval Program: UST  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 05-20-2019  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Inspector Husband LAFD, on site this date to conduct routine inspection of underground storage tank. Consent to enter, inspect and take photographs was given on this date by James Monitoring system certification (was) conducted at this time. Monitoring certification was performed by (Aaron Perrigo - Of Confidence UST Service ). Tester provided the following certifications: ICC: 8485827 Exp: 9/14/2020 Veeder-Root: B47853 Exp: 8/2/2020 VMI: Other: The UST monitoring panel showed all functions normal. The monitoring set up and alarm history were provided for review. The sumps and UDCs were opened for inspection and the sensors were observed positioned to detect a leak at the earliest opportunity. The spill buckets were also visually inspected. The Monitoring Plan was compared to the equipment onsite. The operation of the UST system was compared to the conditions of the operating permit. Property Owner: BRE HH PROPERTY OWNER, LLC Tank Owner/ BRE HH [Truncated]  
Eval Division: Los Angeles City Fire Department  
Eval Program: UST  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 05-20-2019  
Violations Found: Yes  
Eval Type: Routine done by local agency  
Eval Notes: "Consent to enter, inspect and take photographs was given by: James. 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 the required [Truncated]  
Eval Division: Los Angeles City Fire Department  
Eval Program: HMRRP  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 06-14-2018  
Violations Found: No

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TRIZEC WEST LA TOWER LLC (Continued)**

**S113154157**

Eval Type: Routine done by local agency  
Eval Notes: LAFD CUPA Inspector Yoshihashi, on site 6-14-2018 to conduct routine inspection of your underground storage tank. Consent to enter, inspect and take photographs was given on this date by Chief Building Engineer Sean Walsh. Monitoring system certification was conducted at this time. Monitoring certification was performed by Timothy Capeheart of Confidence UST Services. Tester provided the following certifications: ICC: 8414476 Exp: 03/03/2020 The UST monitoring panel showed all functions normal. The monitoring set up and alarm history were provided for review. The sumps and UDCs were opened for inspection and the sensors were observed positioned to detect a leak at the earliest opportunity. The spill buckets were also visually inspected. The Monitoring Plan was compared to the equipment onsite. The operation of the UST system was compared to the conditions of the operating permit. Property Owner: Property Owner BRE HH Property Owner, LLC Phone(310) [Truncated]

Eval Division: Los Angeles City Fire Department  
Eval Program: UST  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 05-04-2017  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Inspector Craig LAFD, on site this date to conduct routine inspection of underground storage tank. Consent to enter, inspect and take photographs was given on this date by Sean Walsh, Chief Engineer Monitoring system certification was conducted at this time. Monitoring certification was performed by Confidence Tester provided the following certifications: Cameron Mason ICC: 8174721 Exp: 10/7/18 Veeder-Root: B42599 EXP: March 21,2019 The UST monitoring panel showed all functions normal. The monitoring set up and alarm history were provided for review. The sumps and UDCs were opened for inspection and the sensors were observed positioned to detect a leak at the earliest opportunity. The spill buckets were also visually inspected. The Monitoring Plan was compared to the equipment onsite. The operation of the UST system was compared to the conditions of the operating permit. Property Owner:BRE HH Property Owner, LLC Tank Owner/ Operator:BRE HH Property [Truncated]

Eval Division: Los Angeles City Fire Department  
Eval Program: UST  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 05-09-2016  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: PERMISSION TO INSPECT GRANTED BY Chris Pierce, CHIEF ENGINEER EMAILED REPORT TO bayron.arriaza@hines.com

Eval Division: Los Angeles City Fire Department  
Eval Program: UST  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 05-13-2015  
Violations Found: No  
Eval Type: Routine done by local agency

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TRIZEC WEST LA TOWER LLC (Continued)**

**S113154157**

Eval Notes:	Not reported
Eval Division:	Los Angeles City Fire Department
Eval Program:	HMRRP
Eval Source:	CERS
Eval General Type:	Other/Unknown
Eval Date:	05-15-2014
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Not reported
Eval Division:	Los Angeles City Fire Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Other/Unknown
Eval Date:	06-14-2018
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Reviewed and attached 2017 and 2018 Monitor Certification Results. All items passed.
Eval Division:	Los Angeles City Fire Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	05-08-2014
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	ISSUED NOTICE FOR HMBP AND CHANGE OF OWNERSHIP
Eval Division:	Los Angeles City Fire Department
Eval Program:	HMRRP
Eval Source:	CERS
Eval General Type:	Other/Unknown
Eval Date:	05-13-2015
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Not reported
Eval Division:	Los Angeles City Fire Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	05-13-2015
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	PERMISSION TO INSPECT GRANTED BY BAYRON ARRIAZA bayron.arriaza@hines.com
Eval Division:	Los Angeles City Fire Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Other/Unknown
Eval Date:	06-25-2019
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	CLEARED NOV AND UPDATED CERS

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TRIZEC WEST LA TOWER LLC (Continued)**

**S113154157**

Eval Division: Los Angeles City Fire Department  
Eval Program: HMRRP  
Eval Source: CERS

Coordinates:

Site ID: 163572  
Facility Name: BRE HH PROPERTY OWNER, LLC  
Env Int Type Code: HMBP  
Program ID: 10247656  
Coord Name: Not reported  
Ref Point Type Desc: Center of a facility or station.  
Latitude: 33.978920  
Longitude: -118.393750

Affiliation:

Affiliation Type Desc: UST Property Owner Name  
Entity Name: BRE HH Property Owner, LLC  
Entity Title: Not reported  
Affiliation Address: 6080 Center Drive, Suite 120  
Affiliation City: LOS ANGELES  
Affiliation State: CA  
Affiliation Country: United States  
Affiliation Zip: 90045  
Affiliation Phone: (310) 417-4600

Affiliation Type Desc: UST Tank Owner  
Entity Name: Equity Office Properties, LLC  
Entity Title: Not reported  
Affiliation Address: 6080 Center Drive, Suite 120  
Affiliation City: LOS ANGELES  
Affiliation State: CA  
Affiliation Country: United States  
Affiliation Zip: 90045  
Affiliation Phone: (310) 417-4600

Affiliation Type Desc: CUPA District  
Entity Name: Los Angeles City Fire Department  
Entity Title: Not reported  
Affiliation Address: 200 North Main Street, Room 1780  
Affiliation City: Los Angeles  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 90012  
Affiliation Phone: (213) 978-3680

Affiliation Type Desc: Environmental Contact  
Entity Name: Rodel Salvio  
Entity Title: Not reported  
Affiliation Address: 6100 Center Drive, Suite 900  
Affiliation City: Los Angeles  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 90045  
Affiliation Phone: Not reported

Affiliation Type Desc: Facility Mailing Address



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TRIZEC WEST LA TOWER LLC (Continued)**

**S113154157**

Entity Name: Mailing Address  
Entity Title: Not reported  
Affiliation Address: 6100 Center Drive, Suite 900  
Affiliation City: LOS ANGELES  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 90045  
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner  
Entity Name: BRE HH Property Owner, LLC  
Entity Title: Not reported  
Affiliation Address: 6100 Center Drive, Suite 900  
Affiliation City: LOS ANGELES  
Affiliation State: CA  
Affiliation Country: United States  
Affiliation Zip: 90045  
Affiliation Phone: (310) 417-4600

Affiliation Type Desc: Property Owner  
Entity Name: BRE HH Property Owner, LLC  
Entity Title: Not reported  
Affiliation Address: 6100 Center Drive, Suite 900  
Affiliation City: Los Angeles  
Affiliation State: CA  
Affiliation Country: United States  
Affiliation Zip: 90045  
Affiliation Phone: (310) 417-4600

Affiliation Type Desc: UST Permit Applicant  
Entity Name: Bayron Arriaza  
Entity Title: Assistant Engineering Manager  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: (310) 665-1800

Affiliation Type Desc: UST Tank Operator  
Entity Name: BRE HH Property Owner, LLC  
Entity Title: Not reported  
Affiliation Address: 6080 Center Drive, Suite 120  
Affiliation City: Los Angeles  
Affiliation State: CA  
Affiliation Country: United States  
Affiliation Zip: 90045  
Affiliation Phone: (310) 417-4600

Affiliation Type Desc: Document Preparer  
Entity Name: Sean Walsh  
Entity Title: Not reported  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TRIZEC WEST LA TOWER LLC (Continued)**

**S113154157**

Affiliation Phone:	Not reported
Affiliation Type Desc:	Operator
Entity Name:	Howard Hughes Center
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) 417-4600
Affiliation Type Desc:	Parent Corporation
Entity Name:	TRIZEC NORTHPOINT TOWER LLC
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Identification Signer
Entity Name:	Sean Walsh
Entity Title:	Chief Engineer
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

HWTS:

Name:	TRIZEC WEST LA TOWER LLC
Address:	6701 CENTER DR
Address 2:	Not reported
City,State,Zip:	LOS ANGELES, CA 90045
EPA ID:	CAL000336911
Inactive Date:	06/30/2014
Create Date:	10/03/2008
Last Act Date:	01/05/2015
Mailing Name:	Not reported
Mailing Address:	6080 CTR DR STE 200
Mailing Address 2:	Not reported
Mailing City,State,Zip:	LOS ANGELES, CA 900450000
Owner Name:	TRIZEC WEST LA TOWER LLC
Owner Address:	6080 CTR DR STE 200
Owner Address 2:	Not reported
Owner City,State,Zip:	LOS ANGELES, CA 900450000
Contact Name:	ROBERT BERUBE
Contact Address:	6080 CTR DR STE 200
Contact Address 2:	Not reported
City,State,Zip:	LOS ANGELES, CA 900450000

NAICS:  
EPA ID: CAL000336911

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TRIZEC WEST LA TOWER LLC (Continued)**

**S113154157**

Create Date: 2008-10-03 10:19:32  
NAICS Code: 56179  
NAICS Description: Other Services to Buildings and Dwellings  
Issued EPA ID Date: 2008-10-03 10:19:32  
Inactive Date: 2014-06-30 00:00:00  
Facility Name: TRIZEC WEST LA TOWER LLC  
Facility Address: 6701 CENTER DR  
Facility Address 2: Not reported  
Facility City: LOS ANGELES  
Facility County: 19  
Facility State: CA  
Facility Zip: 90045

**H46  
SE  
< 1/8  
0.096 mi.  
508 ft.**

**PRUDENTIAL INSURANCE CO OFAMERICA  
6701 CENTER DR W  
LOS ANGELES, CA 90045**

**CA UST U003781695  
N/A**

**Site 2 of 3 in cluster H**

**Relative:  
Higher  
Actual:  
38 ft.**

UST:  
Name: PRUDENTIAL INSURANCE CO OFAMERICA  
Address: 6701 CENTER DR W  
City,State,Zip: LOS ANGELES, CA 90045  
Facility ID: 25470  
Permitting Agency: LOS ANGELES, CITY OF  
Latitude: 33.980266  
Longitude: -118.392405  
  
Name: BRE HH PROPERTY OWNER, LLC  
Address: 6701 CENTER DR W  
City,State,Zip: LOS ANGELES, CA 90045  
Facility ID: FA0020677  
Permitting Agency: Los Angeles City Fire Department  
Latitude: 33.97892  
Longitude: -118.39375

**LOS ANGELES UST:**

Name: BRE HH PROPERTY OWNER  
Address: 6701 CENTER DR W  
City,State,Zip: LOS ANGELES, CA 90045  
Facility ID: FA0020677  
Last Run Date: 06/01/2019  
Status: ACTIVE

**H47  
SE  
< 1/8  
0.096 mi.  
508 ft.**

**BRE HH PROPERTY OWNER LLC. EQ OFFICE PROPERTY MANA  
6701 CENTER DRIVE WEST  
LOS ANGELES, CA 90045**

**RCRA NonGen / NLR 1024766493  
CAC002986363**

**Site 3 of 3 in cluster H**

**Relative:  
Higher  
Actual:  
38 ft.**

RCRA NonGen / NLR:  
Date form received by agency: 2018-10-24 00:00:00.0  
Facility name: BRE HH PROPERTY OWNER LLC. EQ OFFICE PROPERTY MANAGMENT  
Facility address: 6701 CENTER DRIVE WEST  
LOS ANGELES, CA 90045

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**BRE HH PROPERTY OWNER LLC. EQ OFFICE PROPERTY MANAGMENT (Continued)**

**1024766493**

EPA ID: CAC002986363  
Mailing address: 6100 CENTER DRIVE  
SUITE 900  
LOS ANGELES, CA 90045  
Contact: SEAN WALSH  
Contact address: 6100 CENTER DRIVE SUITE 900  
LOS ANGELES, CA 90045  
Contact country: Not reported  
Contact telephone: 310-655-1800  
Contact email: SWALSH@EQOFFICE.COM  
EPA Region: 09  
Classification: Non-Generator  
Description: Handler: Non-Generators do not presently generate hazardous waste

**Owner/Operator Summary:**

Owner/operator name: BRE HH PROPERTY OWNER LLC. EQ OFFIC  
Owner/operator address: 6100 CENTER DRIVE SUITE 900  
LOS ANGELES, CA 90045  
Owner/operator country: Not reported  
Owner/operator telephone: 310-655-1800  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Owner/operator name: SEAN WALSH  
Owner/operator address: 6100 CENTER DRIVE SUITE 900  
LOS ANGELES, CA 90045  
Owner/operator country: Not reported  
Owner/operator telephone: 310-655-1800  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

**Handler Activities Summary:**

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**BRE HH PROPERTY OWNER LLC. EQ OFFICE PROPERTY MANAGMENT (Continued)**

**1024766493**

Used oil transporter: No

Violation Status: No violations found

**I48  
NW  
< 1/8  
0.098 mi.  
519 ft.**

**LEONARDS INTERNATIONAL DISTR\***  
**6161 WEST CENTINELA AVE**  
**CULVER CITY, CA 90230**

**EDR Hist Auto**

**1021235916**  
**N/A**

**Site 1 of 4 in cluster I**

**Relative:  
Lower**

EDR Hist Auto

**Actual:  
29 ft.**

Year: Name:

1979 LEONARDS INTERNATIONAL DISTR\*

1980 LEONARDS INTERNATIONAL DISTR\*

Type:

Gasoline Service Stations

Nonresidential Building Operators

**I49  
NW  
< 1/8  
0.098 mi.  
519 ft.**

**ENTRADA OFFICE HOLDINGS LLC**  
**6161 W CENTINELA AVE**  
**CULVER CITY, CA 90230**

**RCRA NonGen / NLR**

**1025848081**  
**CAC003028119**

**Site 2 of 4 in cluster I**

**Relative:  
Lower**

RCRA NonGen / NLR:

Date form received by agency: 2019-08-07 00:00:00.0

Facility name: ENTRADA OFFICE HOLDINGS LLC

Facility address: 6161 W CENTINELA AVE  
CULVER CITY, CA 90230-6306

EPA ID: CAC003028119

Mailing address: 915 WILSHIRE BLVD  
LOS ANGELES, CA 90017

Contact: TROY MELDRUM

Contact address: 915 WILSHIRE BLVD  
LOS ANGELES, CA 90017

Contact country: Not reported

Contact telephone: 661-644-0377

Contact email: TMELDRUM@LPC.COM

EPA Region: 09

Classification: Non-Generator

Description: Handler: Non-Generators do not presently generate hazardous waste

**Owner/Operator Summary:**

Owner/operator name: ENTRADA OFFICE HOLDINGS LLC

Owner/operator address: 915 WILSHIRE BLVD  
LOS ANGELES, CA 90017

Owner/operator country: Not reported

Owner/operator telephone: 213-538-0900

Owner/operator email: Not reported

Owner/operator fax: Not reported

Owner/operator extension: Not reported

Legal status: Other

Owner/Operator Type: Owner

Owner/Op start date: Not reported

Owner/Op end date: Not reported

Owner/operator name: TROY MELDRUM

Owner/operator address: 915 WILSHIRE BLVD  
LOS ANGELES, CA 90017

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**ENTRADA OFFICE HOLDINGS LLC (Continued)**

**1025848081**

Owner/operator country: Not reported  
Owner/operator telephone: 661-644-0377  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

**Handler Activities Summary:**

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
Used oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Violation Status: No violations found

**I50  
NW  
< 1/8  
0.098 mi.  
519 ft.**

**CRP CENTINELA LP DBA RADISSON LOS ANGELES WEST SID  
6161 W CENTINELA AVE  
CULVER CITY, CA 90230**

**CA CERS HAZ WASTE  
CA HAZNET  
CA CERS  
CA HWTS**

**S112974420  
N/A**

**Site 3 of 4 in cluster I**

**Relative:  
Lower  
Actual:  
29 ft.**

**CERS HAZ WASTE:**

Name: DOUBLETREE LOS ANGELES WESTSIDE  
Address: 6161 W. CENTINELA AVENUE  
City,State,Zip: CULVER CITY, CA 90230  
Site ID: 422890  
CERS ID: 10301839  
CERS Description: Hazardous Waste Generator

**HAZNET:**

Name: CRP CENTINELA LP DBA RADISSON LOS ANGELES WEST SIDE  
Address: 6161 W CENTINELA AVE  
Address 2: Not reported  
City,State,Zip: CULVER CITY, CA 90230  
Contact: BILL REIDER  
Telephone: 3103484500  
Mailing Name: Not reported  
Mailing Address: 6161 W CENTINELA AVE

Year: 2008  
Gepaid: CAC002636940  
TSD EPA ID: CAD009007626  
CA Waste Code: 151 - Asbestos containing waste  
Disposal Method: H132 - Landfill Or Surface Impoundment That Will Be Closed As

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CRP CENTINELA LP DBA RADISSON LOS ANGELES WEST SIDE (Continued)**

**S112974420**

Tons:	Landfill( To Include On-Site Treatment And/Or Stabilization) 1.6
Additional Info:	
Year:	2008
Gen EPA ID:	CAC002636940
Shipment Date:	20081211
Creation Date:	2/2/2009 18:30:08
Receipt Date:	20081217
Manifest ID:	000818291GBF
Trans EPA ID:	CAR000181891
Trans Name:	BDC SPECIAL WASTE SERVICES
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAD009007626
Trans Name:	AZUSA LAND RECLAMATION
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Meth Code:	H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill( To Include On-Site Treatment And/Or Stabilization)
Quantity Tons:	1.6
Waste Quantity:	4
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

CERS:	
Name:	DOUBLETREE LOS ANGELES WESTSIDE
Address:	6161 W. CENTINELA AVENUE
City,State,Zip:	CULVER CITY, CA 90230
Site ID:	422890
CERS ID:	10301839
CERS Description:	Chemical Storage Facilities

Evaluation:	
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	04-07-2014
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Inspectors: T. Mac Tavish, J. Luna Consent: Arim Montes
Eval Division:	Culver City Fire Department
Eval Program:	HMRRP
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	07-11-2017
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Inspected by: J.Luna Consent by: Luis Paez
Eval Division:	Culver City Fire Department



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CRP CENTINELA LP DBA RADISSON LOS ANGELES WEST SIDE (Continued)**

**S112974420**

Eval Program: HMRRP  
Eval Source: CERS  
  
Eval General Type: Compliance Evaluation Inspection  
Eval Date: 11-19-2014  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Not reported  
Eval Division: Los Angeles County Fire Department  
Eval Program: HW  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 07-26-2018  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Charles Cousins, Director of Engineering  
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: 6161 W. Centinela Avenue  
Affiliation City: Culver City  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 90230  
Affiliation Phone: Not reported

Affiliation Type Desc: Parent Corporation  
Entity Name: DOUBLE TREE LOS ANGELES WEST SIDE  
Entity Title: Not reported  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact  
Entity Name: Charles Cousins  
Entity Title: Not reported  
Affiliation Address: 6161 W. Centinela Avenue  
Affiliation City: Culver City  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 90230  
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer  
Entity Name: Charles Cousins  
Entity Title: Director of Engineering  
Affiliation Address: Not reported  
Affiliation City: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CRP CENTINELA LP DBA RADISSON LOS ANGELES WEST SIDE (Continued)**

**S112974420**

Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Operator  
Entity Name: Charles Cousins  
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) 348-4578

Affiliation Type Desc: Property Owner  
Entity Name: Woodbine Legacy/Playa Owner LLC  
Entity Title: Not reported  
Affiliation Address: 6161 W. Centinela Avenue  
Affiliation City: Culver City  
Affiliation State: CA  
Affiliation Country: United States  
Affiliation Zip: 90230  
Affiliation Phone: (310) 649-1776

Affiliation Type Desc: CUPA District  
Entity Name: Los Angeles County Fire  
Entity Title: Not reported  
Affiliation Address: 5825 Rickenbacker Road  
Affiliation City: Commerce  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 90040-3027  
Affiliation Phone: (323) 890-4045

Affiliation Type Desc: Document Preparer  
Entity Name: Charles Cousins  
Entity Title: Not reported  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner  
Entity Name: Woodbine Legacy/Playa Owner LLC  
Entity Title: Not reported  
Affiliation Address: 6161 W. Centinela Avenue  
Affiliation City: Culver City  
Affiliation State: CA  
Affiliation Country: United States  
Affiliation Zip: 90230  
Affiliation Phone: (310) 649-1776

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

CRP CENTINELA LP DBA RADISSON LOS ANGELES WEST SIDE (Continued)

S112974420

HWTS:

Name: CRP CENTINELA LP DBA RADISSON LOS ANGELES WEST SIDE  
Address: 6161 W CENTINELA AVE  
Address 2: Not reported  
City,State,Zip: CULVER CITY, CA 90230  
EPA ID: CAC002636940  
Inactive Date: 05/21/2009  
Create Date: 11/21/2008  
Last Act Date: 07/15/2009  
Mailing Name: Not reported  
Mailing Address: 6161 W CENTINELA AVE  
Mailing Address 2: Not reported  
Mailing City,State,Zip: CULVER CITY, CA 90230  
Owner Name: CRP CENTINELA LP  
Owner Address: 6161 W CENTINELA AVE  
Owner Address 2: Not reported  
Owner City,State,Zip: CULVER CITY, CA 90230  
Contact Name: BILL REIDER  
Contact Address: 6161 W CENTINELA AVE  
Contact Address 2: Not reported  
City,State,Zip: CULVER CITY, CA 90230

I51  
NW  
< 1/8  
0.098 mi.  
519 ft.

WOODBINE LEGACY/PLAYA OWNER LLC DBA DOUBLE TREE LO  
6161 W CENTINELA AVE  
CULVER CITY, CA 90230

RCRA NonGen / NLR

1025872833  
CAL000445957

Site 4 of 4 in cluster I

Relative:  
Lower

RCRA NonGen / NLR:

Actual:  
29 ft.

Date form received by agency: 2019-05-15 00:00:00  
Facility name: WOODBINE LEGACY/PLAYA OWNER LLC DBA DOUBLE TREE LOS ANGELES WESTSIDE  
Facility address: 6161 W CENTINELA AVE  
CULVER CITY, CA 90230  
EPA ID: CAL000445957  
Mailing address: ONE RAVINIA DR STE 1600  
ATLANTA, GA 30346  
Contact: CHARLES COUSINS  
Contact address: 6161 W CENTINELA AVE  
CULVER CITY, CA 90230  
Contact country: Not reported  
Contact telephone: 310-348-4578  
Contact email: CCOUSINS@DOUBLETREELAWEEESIDE.COM  
EPA Region: 09  
Classification: Non-Generator  
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name: CHARLES COUSINS  
Owner/operator address: 6161 W CENTINELA AVE  
CULVER CITY, CA 90230  
Owner/operator country: Not reported  
Owner/operator telephone: 310-348-4578  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Operator

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**WOODBINE LEGACY/PLAYA OWNER LLC DBA DOUBLE TREE LOS ANGELES (Continued)**

**1025872833**

Owner/Op start date: Not reported  
Owner/Op end date: Not reported  
  
Owner/operator name: WOODBINE LEGACY PLAYA OWNER LLC  
Owner/operator address: ONE RAVINIA DR STE 1600  
ATLANTA, GA 30346  
Owner/operator country: Not reported  
Owner/operator telephone: 678-349-0909  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

**Handler Activities Summary:**

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: Yes  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: Yes  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Violation Status: No violations found

**52**  
**East**  
**< 1/8**  
**0.104 mi.**  
**550 ft.**

**MCDONNELL DOUGLAS HELICOPTER CO**  
**6775 CENTINELA AVE**  
**LOS ANGELES, CA 90045**

**CA SWEEPS UST** **S103668882**  
**N/A**

**Relative:**  
**Higher**  
**Actual:**  
**36 ft.**

**SWEEPS UST:**  
Name: MCDONNELL DOUGLAS HELICOPTER CO  
Address: 6775 CENTINELA AVE  
City: LOS ANGELES  
Status: Active  
Comp Number: 7267  
Number: 1  
Board Of Equalization: Not reported  
Referral Date: 05-04-93  
Action Date: 05-04-93  
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

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MCDONNELL DOUGLAS HELICOPTER CO (Continued)**

**S103668882**

STG: Not reported  
Content: Not reported  
Number Of Tanks: Not reported

**F53**  
**South**  
**< 1/8**  
**0.107 mi.**  
**564 ft.**  
**Relative:**  
**Higher**  
**Actual:**  
**68 ft.**

**AT&T MOBILITY - SEPULVEDA / HOWARD**  
**6733 S SEPULVEDA**  
**LOS ANGELES, CA 90045**  
**Site 2 of 2 in cluster F**

**CA HAZMAT** **S123552079**  
**N/A**

LOS ANGELES HM:  
Name: AT&T MOBILITY - SEPULVEDA / HOWARD  
Address: 6733 S SEPULVEDA  
City,State,Zip: LOS ANGELES, CA 90045  
Facility ID: FA0037240  
Last Run Date: 06/01/2019  
Status: INACTIVE

**J54**  
**SW**  
**< 1/8**  
**0.107 mi.**  
**565 ft.**  
**Relative:**  
**Higher**  
**Actual:**  
**44 ft.**

**AT & T BROADBAND**  
**6334 W ARIZONA PL**  
**LOS ANGELES, CA 90045**  
**Site 1 of 2 in cluster J**

**CA HAZMAT** **S123550445**  
**N/A**

LOS ANGELES HM:  
Name: AT & T BROADBAND  
Address: 6334 W ARIZONA PL  
City,State,Zip: LOS ANGELES, CA 90045  
Facility ID: FA0030866  
Last Run Date: 06/01/2019  
Status: INACTIVE

**J55**  
**SW**  
**< 1/8**  
**0.107 mi.**  
**565 ft.**  
**Relative:**  
**Higher**  
**Actual:**  
**44 ft.**

**HAUASU MARINA CORPORATION**  
**6334 ARIZONA PLACE**  
**LOS ANGELES, CA 90045**  
**Site 2 of 2 in cluster J**

**EDR Hist Auto** **1021984621**  
**N/A**

EDR Hist Auto

Year:	Name:	Type:
1976	HAUASU MARINA CORPORATION	Not reported
1977	HAUASU MARINA CORPORATION	Not reported
1978	HAUASU MARINA CORPORATION	Not reported
1979	HAUASU MARINA CORPORATION	Not reported
1979	HAUASU MARINA CORPORATION	Not reported
1980	HAUASU MARINA CORPORATION	Not reported
1982	HAUASU MARINA CORPORATION	Not reported
1983	HAUASU MARINA CORPORATION	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**G56**  
**West**  
**1/8-1/4**  
**0.129 mi.**  
**679 ft.**  
**TIME WARNER CABLE**  
**6357 W ARIZONA CIR**  
**LOS ANGELES, CA 90045**  
**Site 5 of 7 in cluster G**

**CA HAZMAT** **S123550446**  
**N/A**

**Relative:** LOS ANGELES HM:  
**Higher** Name: TIME WARNER CABLE  
Address: 6357 W ARIZONA CIR  
**Actual:** City,State,Zip: LOS ANGELES, CA 90045  
**36 ft.** Facility ID: FA0030867  
Last Run Date: 06/01/2019  
Status: INACTIVE

**G57**  
**West**  
**1/8-1/4**  
**0.136 mi.**  
**719 ft.**  
**6365 ARIZONA CIR**  
**LOS ANGELES, CA**  
**Site 6 of 7 in cluster G**

**CA UST** **U004303776**  
**N/A**

**Relative:** LOS ANGELES UST:  
**Higher** Name: Not reported  
Address: 6365 ARIZONA CIR  
**Actual:** City,State,Zip: LOS ANGELES, CA  
**38 ft.** Facility ID: Not reported  
Last Run Date: 01/01/1900  
Status: HISTORICAL

**G58**  
**West**  
**1/8-1/4**  
**0.136 mi.**  
**719 ft.**  
**PHASECOM CORPORATION**  
**6365 ARIZONA CIR**  
**LOS ANGELES, CA 90045**  
**Site 7 of 7 in cluster G**

**CA SWEEPS UST** **S101586746**  
**CA FID UST** **N/A**

**Relative:** SWEEPS UST:  
**Higher** Name: PHASECOM CORPORATION  
Address: 6365 ARIZONA CIR  
**Actual:** City: LOS ANGELES  
**38 ft.** Status: Not reported  
Comp Number: 5375  
Number: Not reported  
Board Of Equalization: Not reported  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: Not reported  
Tank Status: Not reported  
Capacity: Not reported  
Active Date: Not reported  
Tank Use: Not reported  
STG: Not reported  
Content: Not reported  
Number Of Tanks: 0

**CA FID UST:**  
Facility ID: 19054422  
Regulated By: UTNKI

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**PHASECOM CORPORATION (Continued)**

**S101586746**

Regulated ID: Not reported  
Cortese Code: Not reported  
SIC Code: Not reported  
Facility Phone: 2136413501  
Mail To: Not reported  
Mailing Address: 6365 ARIZONA CIR  
Mailing Address 2: Not reported  
Mailing City,St,Zip: LOS ANGELES 900450000  
Contact: Not reported  
Contact Phone: Not reported  
DUNs Number: Not reported  
NPDES Number: Not reported  
EPA ID: Not reported  
Comments: Not reported  
Status: Inactive

**K59**  
**West**  
**1/8-1/4**  
**0.137 mi.**  
**721 ft.**

**SCARROTT METALLURGICAL COMPANY**  
**6371 W ARIZONA CIR**  
**LOS ANGELES, CA 90045**  
**Site 1 of 2 in cluster K**

**CA HAZMAT** **S123542599**  
**N/A**

**Relative:**  
**Higher**

LOS ANGELES HM:

**Actual:**  
**39 ft.**

Name: SCARROTT METALLURGICAL COMPANY  
Address: 6371 W ARIZONA CIR  
City,State,Zip: LOS ANGELES, CA 90045  
Facility ID: FA0004319  
Last Run Date: 06/01/2019  
Status: ACTIVE

**K60**  
**West**  
**1/8-1/4**  
**0.137 mi.**  
**721 ft.**

**SCARROT METALLURGICAL CO**  
**6371 ARIZONA CIR**  
**LOS ANGELES, CA 90045**  
**Site 2 of 2 in cluster K**

**CA CERS HAZ WASTE** **S113009231**  
**CA HAZNET** **N/A**  
**CA NPDES**  
**CA CIWQS**  
**CA CERS**  
**CA HWTS**

**Relative:**  
**Higher**

CERS HAZ WASTE:

**Actual:**  
**39 ft.**

Name: SCARROTT METALLURGICAL COMPANY  
Address: 6371 ARIZONA CIR  
City,State,Zip: LOS ANGELES, CA 90045  
Site ID: 65516  
CERS ID: 10242367  
CERS Description: Hazardous Waste Generator

HAZNET:

Name: SCARROTT METALLURGICAL CO  
Address: 6371 ARIZONA CIR  
Address 2: Not reported  
City,State,Zip: LOS ANGELES, CA 900451201  
Contact: SHARON CHAMBERS  
Telephone: 3106457300  
Mailing Name: Not reported  
Mailing Address: 6371 ARIZONA CIR

Year: 2019



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

Gepaid:	CAD981652241
TSD EPA ID:	CAT080013352
CA Waste Code:	221 - Waste oil and mixed oil
Disposal Method:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.00000
Year:	2019
Gepaid:	CAD981652241
TSD EPA ID:	CAD008252405
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.54450
Year:	2018
Gepaid:	CAD981652241
TSD EPA ID:	CAD008252405
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.90750
Year:	2017
Gepaid:	CAD981652241
TSD EPA ID:	CAD008252405
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.462
Year:	2017
Gepaid:	CAD981652241
TSD EPA ID:	CAT080013352
CA Waste Code:	221 - Waste oil and mixed oil
Disposal Method:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	1.463
Year:	2016
Gepaid:	CAD981652241
TSD EPA ID:	CAT080013352
CA Waste Code:	221 - Waste oil and mixed oil
Disposal Method:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.38
Year:	2016
Gepaid:	CAD981652241
TSD EPA ID:	CAD008252405
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.726
Year:	2015
Gepaid:	CAD981652241
TSD EPA ID:	CAD008252405
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.1815

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

Year:	2014
Gepaid:	CAD981652241
TSD EPA ID:	CAD044429835
CA Waste Code:	551 - Laboratory waste chemicals
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0325
Year:	2010
Gepaid:	CAD981652241
TSD EPA ID:	CAD008302903
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.1815

[Click this hyperlink](#) while viewing on your computer to access 28 additional CA HAZNET: record(s) in the EDR Site Report.

**Additional Info:**

Year:	2000
Gen EPA ID:	CAD981652241
Shipment Date:	20000621
Creation Date:	8/14/2000 0:00:00
Receipt Date:	20000622
Manifest ID:	20071217
Trans EPA ID:	CAD981427669
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD099452708
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	223 - Unspecified oil-containing waste
RCRA Code:	Not reported
Meth Code:	R01 - Recycler
Quantity Tons:	0.2085
Waste Quantity:	50
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:	20000328
Creation Date:	5/30/2000 0:00:00
Receipt Date:	20000405
Manifest ID:	99113109
Trans EPA ID:	CAD981427669
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008302903
Trans Name:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

TSDF Alt EPA ID: CAD008302903  
TSDF Alt Name: Not reported  
Waste Code Description: 214 - Unspecified solvent mixture  
RCRA Code: D001  
Meth Code: R01 - Recycler  
Quantity Tons: 0.198  
Waste Quantity: 55  
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: CAD981652241

Shipment Date: 19950801  
Creation Date: 4/3/1996 0:00:00  
Receipt Date: 19950801  
Manifest ID: 93489974  
Trans EPA ID: CAD008364432  
Trans Name: Not reported  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAD008364432  
Trans Name: Not reported  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.  
RCRA Code: D001  
Meth Code: R01 - Recycler  
Quantity Tons: 0.1782  
Waste Quantity: 54  
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: 2003  
Gen EPA ID: CAD981652241

Shipment Date: 20030116  
Creation Date: 5/18/2003 14:30:16  
Receipt Date: 20030122  
Manifest ID: 22028795  
Trans EPA ID: CAD028277036  
Trans Name: Not reported  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAT080013352  
Trans Name: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

TSDF Alt EPA ID: CAT080013352  
TSDF Alt Name: Not reported  
Waste Code Description: 223 - Unspecified oil-containing waste  
RCRA Code: Not reported  
Meth Code: R01 - Recycler  
Quantity Tons: 0.2085  
Waste Quantity: 50  
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: 1993  
Gen EPA ID: CAD981652241

Shipment Date: 19930615  
Creation Date: 9/11/1995 0:00:00  
Receipt Date: 19930615  
Manifest ID: 92657026  
Trans EPA ID: CAD008364432  
Trans Name: Not reported  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAD008364432  
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: F001  
Meth Code: R01 - Recycler  
Quantity Tons: 0.2293  
Waste Quantity: 55  
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: 2017  
Gen EPA ID: CAD981652241

Shipment Date: 20171027  
Creation Date: 8/3/2018 18:30:48  
Receipt Date: 20171106  
Manifest ID: 014365021JJK  
Trans EPA ID: CAD983613688  
Trans Name: MILES CHEMICAL COMPANY  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAT080013352

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

Trans Name:	DEMENNO KERDOON (WASTE)
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:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Quantity Tons:	0.836
Waste Quantity:	220
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:	20171027
Creation Date:	8/1/2018 18:31:24
Receipt Date:	20171106
Manifest ID:	014559479JJK
Trans EPA ID:	CAD983613688
Trans Name:	MILES CHEMICAL COMPANY
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F003
Meth Code:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.363
Waste Quantity:	110
Quantity Unit:	G
Additional Code 1:	D001
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20170807
Creation Date:	8/1/2018 18:31:20
Receipt Date:	20170814
Manifest ID:	014558121JJK
Trans EPA ID:	CAD983613688
Trans Name:	MILES CHEMICAL COMPANY
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F003
Meth Code:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.099
Waste Quantity:	30

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

Quantity Unit:	G
Additional Code 1:	D001
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20170516
Creation Date:	5/17/2018 18:32:18
Receipt Date:	20170526
Manifest ID:	014364226JJK
Trans EPA ID:	CAD983613688
Trans Name:	MILES CHEMICAL COMPANY
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAT080013352
Trans Name:	DEMENNO KERDOON(WASTE)
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:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Quantity Tons:	0.627
Waste Quantity:	165
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:	1996
Gen EPA ID:	CAD981652241
Shipment Date:	19961112
Creation Date:	5/20/1997 0:00:00
Receipt Date:	19961112
Manifest ID:	95780375
Trans EPA ID:	CAD008364432
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAD008364432
Trans Name:	Not reported
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	D001
Meth Code:	- Not reported
Quantity Tons:	0.165
Waste Quantity:	50
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19960326
Creation Date:	10/16/1996 0:00:00
Receipt Date:	19960326
Manifest ID:	95863896
Trans EPA ID:	CAD008364432
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAD008364432
Trans Name:	Not reported
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	D001
Meth Code:	R01 - Recycler
Quantity Tons:	0.1782
Waste Quantity:	54
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:	2010
Gen EPA ID:	CAD981652241

Shipment Date:	20100302
Creation Date:	5/20/2010 18:30:54
Receipt Date:	20100304
Manifest ID:	000855504GBF
Trans EPA ID:	CAD981427669
Trans Name:	AMERICAN OIL COMPANY
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAD008302903
Trans Name:	VEOLIA ES TECHNICAL SOLUTIONS
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F003
Meth Code:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.1815
Waste Quantity:	55
Quantity Unit:	G
Additional Code 1:	D001
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

**Additional Info:**



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

Year: 2001  
Gen EPA ID: CAD981652241  
  
Shipment Date: 20010424  
Creation Date: 7/30/2001 0:00:00  
Receipt Date: 20010509  
Manifest ID: 98370511  
Trans EPA ID: CAD095631719  
Trans Name: Not reported  
Trans 2 EPA ID: CAL931024038  
Trans 2 Name: Not reported  
TSDF EPA ID: TND000772186  
Trans Name: Not reported  
TSDF Alt EPA ID: TND000772186  
TSDF Alt Name: Not reported  
Waste Code Description: 212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.  
RCRA Code: D001  
Meth Code: \*\*\* - Invalid Code  
Quantity Tons: 0.1815  
Waste Quantity: 55  
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: 20010416  
Creation Date: 6/20/2001 0:00:00  
Receipt Date: 20010419  
Manifest ID: 20828993  
Trans EPA ID: CAD981427669  
Trans Name: Not reported  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAD099452708  
Trans Name: Not reported  
TSDF Alt EPA ID: CAD099452708  
TSDF Alt Name: Not reported  
Waste Code Description: 221 - Waste oil and mixed oil  
RCRA Code: Not reported  
Meth Code: R01 - Recycler  
Quantity Tons: 0.209  
Waste Quantity: 55  
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: 2009  
Gen EPA ID: CAD981652241  
  
Shipment Date: 20090109  
Creation Date: 6/17/2009 18:30:35

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

Receipt Date: 20090119  
Manifest ID: 000307689GBF  
Trans EPA ID: CAD981427669  
Trans Name: AMERICAN OIL COMPANY  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDf EPA ID: CAD008252405  
Trans Name: PACIFIC RESOURCE RECOVERY  
TSDf Alt EPA ID: Not reported  
TSDf Alt Name: Not reported  
Waste Code Description: 214 - Unspecified solvent mixture  
RCRA Code: D001  
Meth Code: H061 - Fuel Blending Prior To Energy Recovery At Another Site  
Quantity Tons: 0.594  
Waste Quantity: 165  
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: 2004  
Gen EPA ID: CAD981652241

Shipment Date: 20040920  
Creation Date: 12/21/2004 18:31:57  
Receipt Date: 20040924  
Manifest ID: 23586945  
Trans EPA ID: CAD028277036  
Trans Name: ASBURY ENVIRONMENTAL SERVICES  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDf EPA ID: CAD008252405  
Trans Name: PACIFIC RESOURCE RECOVERY  
TSDf Alt EPA ID: CAD008252405  
TSDf Alt Name: Not reported  
Waste Code Description: 343 - Unspecified organic liquid mixture  
RCRA Code: D001  
Meth Code: - Not reported  
Quantity Tons: Not reported  
Waste Quantity: Not reported  
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: 20040920  
Creation Date: 12/21/2004 18:31:57  
Receipt Date: 20040922  
Manifest ID: 23586952  
Trans EPA ID: CAD028277036  
Trans Name: ASBURY ENVIRONMENTAL SERVICES  
Trans 2 EPA ID: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

Trans 2 Name: Not reported  
TSDF EPA ID: CAT080013352  
Trans Name: DEMENNO / KERDOON  
TSDF Alt EPA ID: CAT080013352  
TSDF Alt Name: Not reported  
Waste Code Description: 223 - Unspecified oil-containing waste  
RCRA Code: NONE  
Meth Code: R01 - Recycler  
Quantity Tons: 0.68805  
Waste Quantity: 165  
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: 20040920  
Creation Date: 12/21/2004 18:31:57  
Receipt Date: 20040924  
Manifest ID: 23586945  
Trans EPA ID: CAD028277036  
Trans Name: ASBURY ENVIRONMENTAL SERVICES  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAD008252405  
Trans Name: PACIFIC RESOURCE RECOVERY  
TSDF Alt EPA ID: CAD008252405  
TSDF Alt Name: Not reported  
Waste Code Description: 343 - Unspecified organic liquid mixture  
RCRA Code: D001  
Meth Code: R01 - Recycler  
Quantity Tons: 0.187  
Waste Quantity: 55  
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: 2014  
Gen EPA ID: CAD981652241

Shipment Date: 20140116  
Creation Date: 11/20/2014 9:28:39  
Receipt Date: 20140122  
Manifest ID: 012379709JJK  
Trans EPA ID: CAR000188201  
Trans Name: ENVIRONMENTAL RECOVERY SERVICES INC  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAD044429835  
Trans Name: CLEAN HARBORS WILMINGTON LLC  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

Waste Code Description:	551 - Laboratory waste chemicals 561 Detergent and soap
RCRA Code:	P030
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0025
Waste Quantity:	5
Quantity Unit:	P
Additional Code 1:	D003
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20140115
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	012379672JJK
Trans EPA ID:	CAR000188201
Trans Name:	ENVIRONMENTAL RECOVERY SERVICES INC
Trans 2 EPA ID:	MAD039322250
Trans 2 Name:	CLEAN HARBORS ENV SERVICES
TSDf EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	551 - Laboratory waste chemicals 561 Detergent and soap
RCRA Code:	D002
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.02
Waste Quantity:	40
Quantity Unit:	P
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:	20140115
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	012379672JJK
Trans EPA ID:	CAR000188201
Trans Name:	ENVIRONMENTAL RECOVERY SERVICES INC
Trans 2 EPA ID:	MAD039322250
Trans 2 Name:	CLEAN HARBORS ENV SERVICES
TSDf EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	551 - Laboratory waste chemicals 561 Detergent and soap
RCRA Code:	U134
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0025
Waste Quantity:	5
Quantity Unit:	P

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

Additional Code 1:	D002
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20140115
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	012379672JJK
Trans EPA ID:	CAR000188201
Trans Name:	ENVIRONMENTAL RECOVERY SERVICES INC
Trans 2 EPA ID:	MAD039322250
Trans 2 Name:	CLEAN HARBORS ENV SERVICES
TSDf EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	551 - Laboratory waste chemicals 561 Detergent and soap
RCRA Code:	D002
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0025
Waste Quantity:	5
Quantity Unit:	P
Additional Code 1:	D001
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20140115
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	012379672JJK
Trans EPA ID:	CAR000188201
Trans Name:	ENVIRONMENTAL RECOVERY SERVICES INC
Trans 2 EPA ID:	MAD039322250
Trans 2 Name:	CLEAN HARBORS ENV SERVICES
TSDf EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	551 - Laboratory waste chemicals 561 Detergent and soap
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0025
Waste Quantity:	5
Quantity Unit:	P
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:	20140115

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

Creation Date: 11/20/2014 9:38:50  
Receipt Date: 20140128  
Manifest ID: 012379672JJK  
Trans EPA ID: CAR000188201  
Trans Name: ENVIRONMENTAL RECOVERY SERVICES INC  
Trans 2 EPA ID: MAD039322250  
Trans 2 Name: CLEAN HARBORS ENV SERVICES  
TSDF EPA ID: CAD044429835  
Trans Name: CLEAN HARBORS WILMINGTON LLC  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 551 - Laboratory waste chemicals 561 Detergent and soap  
RCRA Code: F003  
Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)  
  
Quantity Tons: 0.0025  
Waste Quantity: 5  
Quantity Unit: P  
Additional Code 1: D001  
Additional Code 2: Not reported  
Additional Code 3: Not reported  
Additional Code 4: Not reported  
Additional Code 5: Not reported  
  
Shipment Date: 20140115  
Creation Date: 11/20/2014 9:38:50  
Receipt Date: 20140128  
Manifest ID: 012379672JJK  
Trans EPA ID: CAR000188201  
Trans Name: ENVIRONMENTAL RECOVERY SERVICES INC  
Trans 2 EPA ID: MAD039322250  
Trans 2 Name: CLEAN HARBORS ENV SERVICES  
TSDF EPA ID: CAD044429835  
Trans Name: CLEAN HARBORS WILMINGTON LLC  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 551 - Laboratory waste chemicals 561 Detergent and soap  
RCRA Code: D007  
Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)  
  
Quantity Tons: 0.0025  
Waste Quantity: 5  
Quantity Unit: P  
Additional Code 1: D001  
Additional Code 2: Not reported  
Additional Code 3: Not reported  
Additional Code 4: Not reported  
Additional Code 5: Not reported  
  
Shipment Date: 20140115  
Creation Date: 11/20/2014 9:38:50  
Receipt Date: 20140128  
Manifest ID: 012379672JJK  
Trans EPA ID: CAR000188201  
Trans Name: ENVIRONMENTAL RECOVERY SERVICES INC  
Trans 2 EPA ID: MAD039322250  
Trans 2 Name: CLEAN HARBORS ENV SERVICES

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	551 - Laboratory waste chemicals 561 Detergent and soap
RCRA Code:	D007
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0225
Waste Quantity:	45
Quantity Unit:	P
Additional Code 1:	D002
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20140115
Creation Date:	11/20/2014 9:38:50
Receipt Date:	20140128
Manifest ID:	012379672JJK
Trans EPA ID:	CAR000188201
Trans Name:	ENVIRONMENTAL RECOVERY SERVICES INC
Trans 2 EPA ID:	MAD039322250
Trans 2 Name:	CLEAN HARBORS ENV SERVICES
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	551 - Laboratory waste chemicals 561 Detergent and soap
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0025
Waste Quantity:	5
Quantity Unit:	P
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:	20140115
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	012379672JJK
Trans EPA ID:	CAR000188201
Trans Name:	ENVIRONMENTAL RECOVERY SERVICES INC
Trans 2 EPA ID:	MAD039322250
Trans 2 Name:	CLEAN HARBORS ENV SERVICES
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	551 - Laboratory waste chemicals 561 Detergent and soap
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

Quantity Tons:	Treatment/Recovery (H010-H129) Or (H131-H135)
Waste Quantity:	0.0025
Quantity Unit:	5
Additional Code 1:	P
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2002
Gen EPA ID:	CAD981652241

Shipment Date:	20021121
Creation Date:	3/27/2003 18:31:27
Receipt Date:	20021127
Manifest ID:	22028903
Trans EPA ID:	CAD028277036
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAD008252405
Trans Name:	Not reported
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	U210
Meth Code:	R01 - Recycler
Quantity Tons:	0.22935
Waste Quantity:	55
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:	20020806
Creation Date:	1/27/2003 18:32:25
Receipt Date:	20020814
Manifest ID:	21657200
Trans EPA ID:	CAD028277036
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAT080013352
Trans Name:	Not reported
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	223 - Unspecified oil-containing waste
RCRA Code:	Not reported
Meth Code:	R01 - Recycler
Quantity Tons:	0.4587
Waste Quantity:	110
Quantity Unit:	G
Additional Code 1:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

Additional Code 2: Not reported  
Additional Code 3: Not reported  
Additional Code 4: Not reported  
Additional Code 5: Not reported

Additional Info:

Year: 2016  
Gen EPA ID: CAD981652241

Shipment Date: 20150924  
Creation Date: 5/4/2016 22:15:36  
Receipt Date: 20150930  
Manifest ID: 014313754JJK  
Trans EPA ID: CAD983613688  
Trans Name: MILES CHEMICAL COMPANY  
Trans 2 EPA ID: CAD008252405  
Trans 2 Name: PACIFIC RESOURCE RECOVERY  
TSDf EPA ID: CAD008252405  
Trans Name: PACIFIC RESOURCE RECOVERY  
TSDf Alt EPA ID: Not reported  
TSDf Alt Name: Not reported  
Waste Code Description: 212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.  
RCRA Code: F003  
Meth Code: H061 - Fuel Blending Prior To Energy Recovery At Another Site  
Quantity Tons: 0.1815  
Waste Quantity: 55  
Quantity Unit: G  
Additional Code 1: D001  
Additional Code 2: Not reported  
Additional Code 3: Not reported  
Additional Code 4: Not reported  
Additional Code 5: Not reported

Additional Info:

Year: 2005  
Gen EPA ID: CAD981652241

Shipment Date: 20050113  
Creation Date: 6/3/2005 18:31:06  
Receipt Date: 20050119  
Manifest ID: 24016001  
Trans EPA ID: CAD028277036  
Trans Name: ASBURY ENVIRONMENTAL SERVICES  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDf EPA ID: CAT080013352  
Trans Name: DEMENNO / KERDOON  
TSDf Alt EPA ID: CAT080013352  
TSDf Alt Name: Not reported  
Waste Code Description: 223 - Unspecified oil-containing waste  
RCRA Code: NONE  
Meth Code: R01 - Recycler  
Quantity Tons: 0.22935  
Waste Quantity: 55  
Quantity Unit: G  
Additional Code 1: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

Additional Code 2: Not reported  
Additional Code 3: Not reported  
Additional Code 4: Not reported  
Additional Code 5: Not reported

Additional Info:

Year: 1998  
Gen EPA ID: CAD981652241

Shipment Date: 19980623  
Creation Date: 9/15/1998 0:00:00  
Receipt Date: 19980707  
Manifest ID: 96758707  
Trans EPA ID: CAD981427669  
Trans Name: Not reported  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAD000088252  
Trans Name: Not reported  
TSDF Alt EPA ID: CAD000088252  
TSDF Alt Name: Not reported  
Waste Code Description: 211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.  
RCRA Code: F002  
Meth Code: H01 - Transfer Station  
Quantity Tons: 0.3544  
Waste Quantity: 85  
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: 1999  
Gen EPA ID: CAD981652241

Shipment Date: 19991220  
Creation Date: 2/15/2000 0:00:00  
Receipt Date: 19991223  
Manifest ID: 99386887  
Trans EPA ID: CAD981427669  
Trans Name: Not reported  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAD099452708  
Trans Name: Not reported  
TSDF Alt EPA ID: CAD099452708  
TSDF Alt Name: Not reported  
Waste Code Description: 223 - Unspecified oil-containing waste  
RCRA Code: Not reported  
Meth Code: R01 - Recycler  
Quantity Tons: 0.4587  
Waste Quantity: 110  
Quantity Unit: G

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

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:	19991220
Creation Date:	3/7/2000 0:00:00
Receipt Date:	19991230
Manifest ID:	99386888
Trans EPA ID:	CAD981427669
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008302903
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD008302903
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F001
Meth Code:	R01 - Recycler
Quantity Tons:	0.1251
Waste Quantity:	30
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:	19990224
Creation Date:	5/4/1999 0:00:00
Receipt Date:	19990224
Manifest ID:	98590242
Trans EPA ID:	CAL931024038
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD000088252
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD000088252
TSDF Alt Name:	Not reported
Waste Code Description:	214 - Unspecified solvent mixture
RCRA Code:	D001
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.396
Waste Quantity:	110
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: 1997

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

Gen EPA ID:	CAD981652241
Shipment Date:	19970220
Creation Date:	5/30/1997 0:00:00
Receipt Date:	19970220
Manifest ID:	96779617
Trans EPA ID:	CAD008364432
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAD008364432
Trans Name:	Not reported
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	D001
Meth Code:	R01 - Recycler
Quantity Tons:	0.1782
Waste Quantity:	54
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:	2015
Gen EPA ID:	CAD981652241
Shipment Date:	20150924
Creation Date:	5/4/2016 22:15:36
Receipt Date:	20150930
Manifest ID:	014313754JJK
Trans EPA ID:	CAD983613688
Trans Name:	MILES CHEMICAL COMPANY
Trans 2 EPA ID:	CAD008252405
Trans 2 Name:	PACIFIC RESOURCE RECOVERY
TSDf EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F003
Meth Code:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.1815
Waste Quantity:	55
Quantity Unit:	G
Additional Code 1:	D001
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Additional Info:	
Year:	2007

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

Gen EPA ID: CAD981652241

Shipment Date: 20070403  
Creation Date: 8/23/2007 18:30:47  
Receipt Date: 20070404  
Manifest ID: 000058729GBF  
Trans EPA ID: CAD981427669  
Trans Name: AMERICAN OIL COMPANY  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAD099452708  
Trans Name: INDUSTRIAL SERVICE OIL COMPANY  
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: H039 - Other Recovery Of Reclamation For Reuse Including Acid  
Regeneration, Organics Recovery Ect

Quantity Tons: 0.76  
Waste Quantity: 200  
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

**NPDES:**

Name: SCARROTT METALLURGICAL COMPANY  
Address: 6371 ARIZONA CIRCLE  
City,State,Zip: LOS ANGELES, CA 90045  
Facility Status: Active  
NPDES Number: CAS000001  
Region: 4  
Agency Number: 0  
Regulatory Measure ID: 443024  
Place ID: Not reported  
Order Number: 97-03-DWQ  
WDID: 4 19I024576  
Regulatory Measure Type: Enrollee  
Program Type: Industrial  
Adoption Date Of Regulatory Measure: Not reported  
Effective Date Of Regulatory Measure: 11/26/2013  
Termination Date Of Regulatory Measure: Not reported  
Expiration Date Of Regulatory Measure: Not reported  
Discharge Address: 6371 Arizona Circle  
Discharge Name: Scarrott Metallurgical Company  
Discharge City: Los Angeles  
Discharge State: California  
Discharge Zip: 90045  
Status: Not reported  
Status Date: Not reported  
Operator Name: Not reported  
Operator Address: Not reported  
Operator City: Not reported  
Operator State: Not reported  
Operator Zip: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

NPDES as of 03/2018:

NPDES Number:	Not reported
Status:	Not reported
Agency Number:	Not reported
Region:	4
Regulatory Measure ID:	443024
Order Number:	Not reported
Regulatory Measure Type:	Industrial
Place ID:	Not reported
WDID:	4 19I024576
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
Received Date:	11/26/2013
Processed Date:	11/26/2013
Status:	Active
Status Date:	11/26/2013
Place Size:	12552
Place Size Unit:	SqFt
Contact:	Jose Catano
Contact Title:	Plant Manager
Contact Phone:	310-645-7300
Contact Phone Ext:	Not reported
Contact Email:	j.catano@scarrott.com
Operator Name:	Scarrott Metallurgical Company
Operator Address:	6371 Arizona Circle
Operator City:	Los Angeles
Operator State:	California
Operator Zip:	90045
Operator Contact:	Jose Catano
Operator Contact Title:	General Manager
Operator Contact Phone:	310-645-7300
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	j.catano@scarrott.com
Operator Type:	Private Business
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported
Developer State:	California
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	562-606-7446
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commercial Ind:	Not reported



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	N
Receiving Water Name:	Pacific Ocean
Certifier:	German Nunez
Certifier Title:	Quality Manager
Certification Date:	18-FEB-15
Primary Sic:	3398-Metal Heat Treating
Secondary Sic:	Not reported
Tertiary Sic:	Not reported
NPDES Number:	CAS000001
Status:	Active
Agency Number:	0
Region:	4
Regulatory Measure ID:	443024
Order Number:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place ID:	Not reported
WDID:	4 19I024576
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	11/26/2013
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Scarrott Metallurgical Company
Discharge Address:	6371 Arizona Circle
Discharge City:	Los Angeles
Discharge State:	California
Discharge Zip:	90045
Received Date:	Not reported
Processed Date:	Not reported
Status:	Not reported
Status Date:	Not reported
Place Size:	Not reported
Place Size Unit:	Not reported
Contact:	Not reported
Contact Title:	Not reported
Contact Phone:	Not reported
Contact Phone Ext:	Not reported
Contact Email:	Not reported
Operator Name:	Not reported
Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported
Operator Contact:	Not reported
Operator Contact Title:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

Operator Contact Phone:	Not reported
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	Not reported
Operator Type:	Not reported
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported
Developer State:	Not reported
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	Not reported
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commercial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	Not reported
Receiving Water Name:	Not reported
Certifier:	Not reported
Certifier Title:	Not reported
Certification Date:	Not reported
Primary Sic:	Not reported
Secondary Sic:	Not reported
Tertiary Sic:	Not reported

Name:	SCARROTT METALLURGICAL COMPANY
Address:	6371 ARIZONA CIRCLE
City,State,Zip:	LOS ANGELES, CA 90045
Facility Status:	Not reported
NPDES Number:	Not reported
Region:	Not reported
Agency Number:	Not reported
Regulatory Measure ID:	Not reported
Place ID:	Not reported
Order Number:	Not reported
WDID:	4 191024576
Regulatory Measure Type:	Industrial
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

Discharge Address: Not reported  
Discharge Name: Not reported  
Discharge City: Not reported  
Discharge State: Not reported  
Discharge Zip: Not reported  
Status: Active  
Status Date: 11/26/2013  
Operator Name: Scarrott Metallurgical Company  
Operator Address: 6371 Arizona Circle  
Operator City: Los Angeles  
Operator State: California  
Operator Zip: 90045

**NPDES as of 03/2018:**

NPDES Number: Not reported  
Status: Not reported  
Agency Number: Not reported  
Region: 4  
Regulatory Measure ID: 443024  
Order Number: Not reported  
Regulatory Measure Type: Industrial  
Place ID: Not reported  
WDID: 4 19I024576  
Program Type: Not reported  
Adoption Date Of Regulatory Measure: Not reported  
Effective Date Of Regulatory Measure: Not reported  
Expiration Date Of Regulatory Measure: Not reported  
Termination Date Of Regulatory Measure: Not reported  
Discharge Name: Not reported  
Discharge Address: Not reported  
Discharge City: Not reported  
Discharge State: Not reported  
Discharge Zip: Not reported  
Received Date: 11/26/2013  
Processed Date: 11/26/2013  
Status: Active  
Status Date: 11/26/2013  
Place Size: 12552  
Place Size Unit: SqFt  
Contact: Jose Catano  
Contact Title: Plant Manager  
Contact Phone: 310-645-7300  
Contact Phone Ext: Not reported  
Contact Email: j.catano@scarrott.com  
Operator Name: Scarrott Metallurgical Company  
Operator Address: 6371 Arizona Circle  
Operator City: Los Angeles  
Operator State: California  
Operator Zip: 90045  
Operator Contact: Jose Catano  
Operator Contact Title: General Manager  
Operator Contact Phone: 310-645-7300  
Operator Contact Phone Ext: Not reported  
Operator Contact Email: j.catano@scarrott.com  
Operator Type: Private Business  
Developer: Not reported  
Developer Address: Not reported  
Developer City: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

Developer State:	California
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	562-606-7446
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commercial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	N
Receiving Water Name:	Pacific Ocean
Certifier:	German Nunez
Certifier Title:	Quality Manager
Certification Date:	18-FEB-15
Primary Sic:	3398-Metal Heat Treating
Secondary Sic:	Not reported
Tertiary Sic:	Not reported
NPDES Number:	CAS000001
Status:	Active
Agency Number:	0
Region:	4
Regulatory Measure ID:	443024
Order Number:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place ID:	Not reported
WDID:	4 19I024576
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	11/26/2013
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Scarrott Metallurgical Company
Discharge Address:	6371 Arizona Circle
Discharge City:	Los Angeles
Discharge State:	California
Discharge Zip:	90045
Received Date:	Not reported
Processed Date:	Not reported
Status:	Not reported
Status Date:	Not reported
Place Size:	Not reported
Place Size Unit:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

Contact:	Not reported
Contact Title:	Not reported
Contact Phone:	Not reported
Contact Phone Ext:	Not reported
Contact Email:	Not reported
Operator Name:	Not reported
Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported
Operator Contact:	Not reported
Operator Contact Title:	Not reported
Operator Contact Phone:	Not reported
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	Not reported
Operator Type:	Not reported
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported
Developer State:	Not reported
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	Not reported
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commercial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	Not reported
Receiving Water Name:	Not reported
Certifier:	Not reported
Certifier Title:	Not reported
Certification Date:	Not reported
Primary Sic:	Not reported
Secondary Sic:	Not reported
Tertiary Sic:	Not reported

Name:	SCARROT METALLURGICAL CO
Address:	6371 ARIZONA CIR
City,State,Zip:	LOS ANGELES, CA 90045
Facility Status:	Not reported
NPDES Number:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

Region: Not reported  
Agency Number: Not reported  
Regulatory Measure ID: Not reported  
Place ID: Not reported  
Order Number: Not reported  
WDID: 4 19IN602472  
Regulatory Measure Type: Industrial  
Program Type: Not reported  
Adoption Date Of Regulatory Measure: Not reported  
Effective Date Of Regulatory Measure: Not reported  
Termination Date Of Regulatory Measure: Not reported  
Expiration Date Of Regulatory Measure: Not reported  
Discharge Address: Not reported  
Discharge Name: Not reported  
Discharge City: Not reported  
Discharge State: Not reported  
Discharge Zip: Not reported  
Status: Undetermined  
Status Date: 09/27/2013  
Operator Name: Not available - Nonfiler Organization  
Operator Address: Not reported  
Operator City: Not reported  
Operator State: Not reported  
Operator Zip: Not reported

**CIWQS:**

Name: SCARROTT METALLURGICAL COMPANY  
Address: 6371 ARIZONA CIRCLE  
City,State,Zip: LOS ANGELES, CA 90045  
Agency: Scarrott Metallurgical Company  
Agency Address: 6371 Arizona Circle, Los Angeles, CA 90045  
Place/Project Type: Industrial - Metal Heat Treating  
SIC/NAICS: 3398  
Region: 4  
Program: INDSTW  
Regulatory Measure Status: Active  
Regulatory Measure Type: Storm water industrial  
Order Number: 2014-0057-DWQ  
WDID: 4 19I024576  
NPDES Number: CAS000001  
Adoption Date: Not reported  
Effective Date: 11/26/2013  
Termination Date: Not reported  
Expiration/Review Date: Not reported  
Design Flow: Not reported  
Major/Minor: Not reported  
Complexity: Not reported  
TTWQ: Not reported  
Enforcement Actions within 5 years: 1  
Violations within 5 years: 1  
Latitude: 33.980387  
Longitude: -118.398372

**CERS:**

Name: SCARROTT METALLURGICAL COMPANY  
Address: 6371 ARIZONA CIRCLE

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

City,State,Zip: LOS ANGELES, CA 90045  
Site ID: 541993  
CERS ID: 826877  
CERS Description: Industrial Facility Storm Water

**Violations:**

Site ID: 541993  
Site Name: Scarrott Metallurgical Company  
Violation Date: 07-01-2015  
Citation: 2014-0057-DWQ - Industrial General Permit  
Violation Description: SWPPP  
Violation Notes: SWPPP is not updated to the current General Permit's requirements  
Violation Division: Water Boards  
Violation Program: INDSTW  
Violation Source: SMARTS

Site ID: 541993  
Site Name: Scarrott Metallurgical Company  
Violation Date: 07-02-2014  
Citation: 2014-0057-DWQ - Industrial General Permit  
Violation Description: SW - Late Report  
Violation Notes: Failure to submit the 2013-14 Annual Report  
Violation Division: Water Boards  
Violation Program: INDSTW  
Violation Source: SMARTS

**Enforcement Action:**

Site ID: 541993  
Site Name: Scarrott Metallurgical Company  
Site Address: 6371 ARIZONA CIRCLE  
Site City: LOS ANGELES  
Site Zip: 90045  
Enf Action Date: 11-07-2016  
Enf Action Type: Notice of Violation  
Enf Action Description: Notice of Violation  
Enf Action Notes: Incomplete SWPPP: SWPPP is not updated to the current General Permit's requirements  
Enf Action Division: Water Boards  
Enf Action Program: INDSTW  
Enf Action Source: SMARTS

Site ID: 541993  
Site Name: Scarrott Metallurgical Company  
Site Address: 6371 ARIZONA CIRCLE  
Site City: LOS ANGELES  
Site Zip: 90045  
Enf Action Date: 12-05-2014  
Enf Action Type: Industrial Storm Water Enforcement  
Enf Action Description: Industrial Storm Water Enforcement  
Enf Action Notes: 1st notice (NNC) for failure to submit the 2013-14 Annual Report  
Enf Action Division: Water Boards  
Enf Action Program: INDSTW  
Enf Action Source: SMARTS

**Affiliation:**

Affiliation Type Desc: Owner/Operator  
Entity Name: Scarrott Metallurgical Company



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

Entity Title: Operator  
Affiliation Address: 6371 Arizona Circle  
Affiliation City: Los Angeles  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 90045  
Affiliation Phone: Not reported

Name: SCARROTT METALLURGICAL COMPANY  
Address: 6371 ARIZONA CIR  
City,State,Zip: LOS ANGELES, CA 90045  
Site ID: 65516  
CERS ID: 10242367  
CERS Description: Chemical Storage Facilities

**Evaluation:**

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 02-12-2015  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Not reported  
Eval Division: Los Angeles City Fire Department  
Eval Program: HMRRP  
Eval Source: CERS

Eval General Type: Other/Unknown  
Eval Date: 03-07-2018  
Violations Found: No  
Eval Type: Other, not routine, done by local agency  
Eval Notes: NEW CERS SUBMITTALS ACCEPTED AND ALL VIOLATIONS CLEARED IN EC  
Eval Division: Los Angeles City Fire Department  
Eval Program: HMRRP  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 05-09-2017  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Jose Catano, General Manager  
Eval Division: Los Angeles County Fire Department  
Eval Program: HW  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 03-09-2020  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Jose Catano, General Manager  
Eval Division: Los Angeles County Fire Department  
Eval Program: HW  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 03-28-2018  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: FACILITY INSPECTED 3/2/18. ALL VIOLATIONS HAVE BEEN CLEARED

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

Eval Division: Los Angeles City Fire Department  
Eval Program: HMRRP  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 03-29-2018  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Inspection report test  
Eval Division: Los Angeles City Fire Department  
Eval Program: HMRRP  
Eval Source: CERS

**Affiliation:**

Affiliation Type Desc: Environmental Contact  
Entity Name: Jose Catano  
Entity Title: Not reported  
Affiliation Address: 6371 Arizona Cir  
Affiliation City: Los Angeles  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 90045  
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer  
Entity Name: Jose Catano  
Entity Title: General Manager  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner  
Entity Name: David Scarrott  
Entity Title: Not reported  
Affiliation Address: 6371 Arizona Cir  
Affiliation City: Los Angeles  
Affiliation State: CA  
Affiliation Country: United States  
Affiliation Zip: 90045  
Affiliation Phone: (310) 645-7300

Affiliation Type Desc: Document Preparer  
Entity Name: AEM  
Entity Title: Not reported  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Parent Corporation  
Entity Name: SCARROTT METALLURGICAL COMPANY  
Entity Title: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: CUPA District  
Entity Name: Los Angeles City Fire Department  
Entity Title: Not reported  
Affiliation Address: 200 North Main Street, Room 1780  
Affiliation City: Los Angeles  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 90012  
Affiliation Phone: (213) 978-3680

Affiliation Type Desc: Facility Mailing Address  
Entity Name: Mailing Address  
Entity Title: Not reported  
Affiliation Address: 6371 Arizona Cir  
Affiliation City: Los Angeles  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 90045  
Affiliation Phone: Not reported

Affiliation Type Desc: Property Owner  
Entity Name: West-Chester Industrial Tract  
Entity Title: Not reported  
Affiliation Address: 9440 Santa Monica Blvd. Suite 707  
Affiliation City: Beverly Hills  
Affiliation State: CA  
Affiliation Country: United States  
Affiliation Zip: 90210  
Affiliation Phone: (310) 247-9055

Affiliation Type Desc: Operator  
Entity Name: Jose Catano  
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: (562) 606-7446

**HWTS:**

Name: SCARROTT METALLURGICAL CO  
Address: 6371 ARIZONA CIR  
Address 2: Not reported  
City,State,Zip: LOS ANGELES, CA 900451201  
EPA ID: CAD981652241  
Inactive Date: 06/30/2017  
Create Date: 06/29/1990  
Last Act Date: 01/09/2017

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SCARROT METALLURGICAL CO (Continued)**

**S113009231**

Mailing Name: Not reported  
Mailing Address: 6371 ARIZONA CIR  
Mailing Address 2: Not reported  
Mailing City,State,Zip: LOS ANGELES, CA 900451201  
Owner Name: SCARROTT METALLURGICAL  
Owner Address: 6371 ARIZONA CIR  
Owner Address 2: Not reported  
Owner City,State,Zip: LOS ANGELES, CA 900451201  
Contact Name: SHARON CHAMBERS  
Contact Address: 6371 ARIZONA CIR  
Contact Address 2: Not reported  
City,State,Zip: LOS ANGELES, CA 90045

NAICS:  
EPA ID: CAD981652241  
Create Date: 2002-03-14 16:36:26  
NAICS Code: 334511  
NAICS Description: Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrument Manufacturing

Issued EPA ID Date: 1990-06-29 00:00:00  
Inactive Date: 2017-06-30 00:00:00  
Facility Name: SCARROTT METALLURGICAL CO  
Facility Address: 6371 ARIZONA CIR  
Facility Address 2: Not reported  
Facility City: LOS ANGELES  
Facility County: 19  
Facility State: CA  
Facility Zip: 900451201

**L61**  
**ENE**  
**1/8-1/4**  
**0.155 mi.**  
**821 ft.**

**RAMADA HOTEL**  
**6333 BRISTOL PKWY**  
**CULVER CITY, CA 90230**

**Site 1 of 6 in cluster L**

**Relative:**  
**Higher**

**Actual:**  
**40 ft.**

**LUST:**

Name: RAMADA HOTEL  
Address: 6333 BRISTOL PKWY  
City,State,Zip: CULVER CITY, CA 90230  
Lead Agency: LOS ANGELES COUNTY  
Case Type: LUST Cleanup Site  
Geo Track: [http://geotracker.waterboards.ca.gov/profile\\_report.asp?global\\_id=T0603704367](http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603704367)  
Global Id: T0603704367  
Latitude: 33.9814225  
Longitude: -118.3919281  
Status: Completed - Case Closed  
Status Date: 08/01/1991  
Case Worker: JOA  
RB Case Number: I-15928  
Local Agency: LOS ANGELES COUNTY  
File Location: Not reported  
Local Case Number: Not reported  
Potential Media Affect: Soil  
Potential Contaminants of Concern: Gasoline  
Site History: Not reported

**CA LUST**  
**CA CDL**  
**CA CHMIRS**  
**CA Cortese**  
**CA HIST CORTESE**  
**CA LOS ANGELES CO. HMS**  
**CA CERS**

**U002281012**  
**N/A**

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**RAMADA HOTEL (Continued)**

**U002281012**

LUST:

Global Id:	T0603704367
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507
Global Id:	T0603704367
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603704367
Action Type:	Other
Date:	11/08/1990
Action:	Leak Discovery

Global Id:	T0603704367
Action Type:	Other
Date:	11/08/1990
Action:	Leak Stopped

Global Id:	T0603704367
Action Type:	Other
Date:	12/06/1990
Action:	Leak Reported

LUST:

Global Id:	T0603704367
Status:	Open - Case Begin Date
Status Date:	11/08/1990

Global Id:	T0603704367
Status:	Completed - Case Closed
Status Date:	08/01/1991

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	I-15928
Status:	Case Closed
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Soil

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**RAMADA HOTEL (Continued)**

**U002281012**

Abatement Method Used at the Site:	Not reported
Global ID:	T0603704367
W Global ID:	Not reported
Staff:	UNK
Local Agency:	19000
Cross Street:	DOVERWOOD DR.
Enforcement Type:	Not reported
Date Leak Discovered:	11/8/1990
Date Leak First Reported:	12/6/1990
Date Leak Record Entered:	1/15/1991
Date Confirmation Began:	Not reported
Date Leak Stopped:	11/8/1990
Date Case Last Changed on Database:	1/15/1991
Date the Case was Closed:	8/1/1991
How Leak Discovered:	Tank Closure
How Leak Stopped:	Not reported
Cause of Leak:	UNK
Leak Source:	UNK
Operator:	THUSMANN, ROCK
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	9339.334765673193178419822398
Source of Cleanup Funding:	UNK
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	Not reported
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	RAMADA INT'L HOTELS & RESORTS
RP Address:	P.O. BOX 29004, PHOENIX, AZ 85038-9004
Program:	LUST
Lat/Long:	33.9814225 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	OLD CASE #011591-09

**CDL:**

Name:	Not reported
Address:	6333 BRISTOL PARKWAY, RM 303
City,State,Zip:	CULVER CITY, CA 90230
Facility ID:	2005-01-032
Date:	01/18/2005
Labtype:	Illegal Drug lab

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**RAMADA HOTEL (Continued)**

**U002281012**

Lab Type: Illegal Drug Lab (L) - location where an illegal drug lab was operated  
or drug lab equipment and/or materials were stored.

**CHMIRS:**

Name: Not reported  
Address: 6333 BRISTOL PARKWAY  
City,State,Zip: CULVER CITY, CA 90230  
OES Incident Number: 5-5570  
OES notification: 09/25/2005  
OES Date: Not reported  
OES Time: Not reported  
**Date Completed: Not reported**  
Property Use: Not reported  
Agency Id Number: Not reported  
Agency Incident Number: Not reported  
Time Notified: Not reported  
Time Completed: Not reported  
Surrounding Area: Not reported  
Estimated Temperature: Not reported  
Property Management: Not reported  
More Than Two Substances Involved?: Not reported  
Resp Agncy Personel # Of Decontaminated: Not reported  
Responding Agency Personel # Of Injuries: Not reported  
Responding Agency Personel # Of Fatalities: Not reported  
Others Number Of Decontaminated: Not reported  
Others Number Of Injuries: Not reported  
Others Number Of Fatalities: Not reported  
Vehicle Make/year: Not reported  
Vehicle License Number: Not reported  
Vehicle State: Not reported  
Vehicle Id Number: Not reported  
CA DOT PUC/ICC Number: Not reported  
Company Name: Not reported  
Reporting Officer Name/ID: Not reported  
Report Date: Not reported  
Facility Telephone: Not reported  
Waterway Involved: Not reported  
Waterway: Not reported  
Spill Site: Not reported  
Cleanup By: None  
Containment: Not reported  
What Happened: Not reported  
Type: Not reported  
Measure: Not reported  
Other: Not reported  
Date/Time: Not reported  
Year: 2005  
Agency: Culver City FD  
Incident Date: 9/25/200512:00:00 AM  
Admin Agency: Culver City Fire Department  
Amount: Not reported  
Contained: Yes  
Site Type: Merchant/Business  
E Date: Not reported  
Substance: Liquid Bleach w/ liquid acid & an unknown cleaning product.  
Gallons: 2  
Unknown: 0



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**RAMADA HOTEL (Continued)**

**U002281012**

Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	0
Number of Injuries:	5
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	The unknown cleaning product is either rust remover or fabric softener. Caller responded to call at a hotel, reporting a maid had mixed liquids. This mixture caused people to complain of red itchy eyes. There were 5 people who complained of symptoms and were asymptomatic within an hour of the event. The building was evacuated of it's 350 occupants, evacuations are over, all have returned to the hotel.

**CORTESE:**

Name:	RAMADA HOTEL
Address:	6333 BRISTOL PKWY
City,State,Zip:	CULVER CITY, CA 90230
Region:	CORTESE
Envirostor Id:	Not reported
Global ID:	T0603704367
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
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

**HIST CORTESE:**

edr_fname:	RAMADA HOTEL
edr_fadd1:	6333 BRISTOL
City,State,Zip:	CULVER CITY, CA 90230
Region:	CORTESE

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**RAMADA HOTEL (Continued)**

**U002281012**

Facility County Code: 19  
Reg By: LTNKA  
Reg Id: I-15928

**LOS ANGELES CO. HMS:**

Name: RAMADA HOTEL  
Address: 6333 BRISTOL PKWY  
City,State,Zip: CULVER CITY, CA 902306904  
Region: LA  
Permit Category: Not reported  
Facility Id: 006925-015928  
Facility Type: Not reported  
Facility Status: Removed  
Area: 2M  
Permit Number: Not reported  
Permit Status: Not reported

Name: HOLIDAY INN SELECT  
Address: 6333 BRISTOL PKWY  
City,State,Zip: CULVER CITY, CA 902306904  
Region: LA  
Permit Category: I  
Facility Id: 006925-I07160  
Facility Type: 01  
Facility Status: Closed  
Area: 2M  
Permit Number: 000020142  
Permit Status: Closed

**CERS:**

Name: RAMADA HOTEL  
Address: 6333 BRISTOL PKWY  
City,State,Zip: CULVER CITY, CA 90230  
Site ID: 191340  
CERS ID: T0603704367  
CERS Description: Leaking Underground Storage Tank Cleanup Site

**Affiliation:**

Affiliation Type Desc: Regional Board Caseworker  
Entity Name: YUE RONG - LOS ANGELES RWQCB (REGION 4)  
Entity Title: Not reported  
Affiliation Address: 320 W. 4TH ST., SUITE 200  
Affiliation City: Los Angeles  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Local Agency Caseworker  
Entity Name: JOHN AWUJO - LOS ANGELES COUNTY  
Entity Title: Not reported  
Affiliation Address: 900 S FREMONT AVE  
Affiliation City: ALHAMBRA  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: 6264583507

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**M62**  
**NNE**  
**1/8-1/4**  
**0.160 mi.**  
**847 ft.**

**BROGLEN HOTEL CORP DBA PAREDES AUTO REPAIR**  
**6100 SEPULVEDA BLVD**  
**CULVER CITY, CA 90230**

**RCRA NonGen / NLR**

**1024853149**  
**CAL000412607**

**Site 1 of 10 in cluster M**

**Relative:**  
**Higher**

RCRA NonGen / NLR:

**Actual:**  
**40 ft.**

Date form received by agency: 2015-11-23 00:00:00.0  
Facility name: BROGLEN HOTEL CORP DBA PAREDES AUTO REPAIR  
Facility address: 6100 SEPULVEDA BLVD  
CULVER CITY, CA 90230  
EPA ID: CAL000412607  
Mailing address: PO BOX 642025  
LOS ANGELES, CA 90064-7025  
Contact: PATRICIA KELLY-PAREDES  
Contact address: 6100 SEPULVEDA BL SUITE B PO BOX 642025  
LOS ANGELES, CA 90064-0000  
Contact country: Not reported  
Contact telephone: 310-558-0743  
Contact email: BROGLENHOTEL@MSN.COM  
EPA Region: 09  
Classification: Non-Generator  
Description: Handler: Non-Generators do not presently generate hazardous waste

**Owner/Operator Summary:**

Owner/operator name: PATRICIA KELLY-PAREDES  
Owner/operator address: 6100 SEPULVEDA BL SUITE B PO BOX 642025  
LOS ANGELES, CA 90064  
Owner/operator country: Not reported  
Owner/operator telephone: 310-558-0743  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Owner/operator name: BROGLEN HOTEL CORP  
Owner/operator address: PO BOX 642025  
LOS ANGELES, CA 90064  
Owner/operator country: Not reported  
Owner/operator telephone: 310-398-6714  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

**Handler Activities Summary:**

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**BROGLEN HOTEL CORP DBA PAREDES AUTO REPAIR (Continued)**

**1024853149**

On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
Used oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Violation Status: No violations found

**M63**  
**NNE**  
**1/8-1/4**  
**0.160 mi.**  
**847 ft.**

**CIRCLE K STORES INC. SITE #2211182**  
**6100 S SEPULVEDA BLVD**  
**CULVER CITY, CA 90230**

**CA UST** **U004265579**  
**N/A**

**Site 2 of 10 in cluster M**

**Relative:**  
**Higher**  
**Actual:**  
**40 ft.**

UST:  
Name: CIRCLE K STORES INC. SITE #2211182  
Address: 6100 S SEPULVEDA BLVD  
City,State,Zip: CULVER CITY, CA 90230  
Facility ID: LACoFA0024358  
Permitting Agency: Los Angeles County Fire Department  
Latitude: 33.98322  
Longitude: -118.39422

**M64**  
**NNE**  
**1/8-1/4**  
**0.160 mi.**  
**847 ft.**

**SOO CHUL RAH**  
**6100 SEPULVEDA BLVD**  
**CULVER CITY, CA 90230**

**CA HIST UST** **U001562854**  
**N/A**

**Site 3 of 10 in cluster M**

**Relative:**  
**Higher**  
**Actual:**  
**40 ft.**

HIST UST:  
Name: SOO CHUL RAH  
Address: 6100 SEPULVEDA BLVD  
City,State,Zip: CULVER CITY, CA 90230  
File Number: 00027CC3  
URL: <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027CC3.pdf>  
Region: STATE  
Facility ID: 00000039723  
Facility Type: Gas Station  
Other Type: Not reported  
Contact Name: SAME  
Telephone: 2134100490  
Owner Name: MOBIL OIL CORP  
Owner Address: 612 S. FLOWER ST  
Owner City,St,Zip: LOS ANGELES, CA 90017  
Total Tanks: 0004  
  
Tank Num: 001  
Container Num: 4  
Year Installed: Not reported  
Tank Capacity: 00010000  
Tank Used for: PRODUCT  
Type of Fuel: UNLEADED  
Container Construction Thickness: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SOO CHUL RAH (Continued)**

**U001562854**

Leak Detection: Stock Inventor

Tank Num: 002  
Container Num: 3  
Year Installed: 1972  
Tank Capacity: 00006000  
Tank Used for: PRODUCT  
Type of Fuel: REGULAR  
Container Construction Thickness: Not reported  
Leak Detection: Stock Inventor

Tank Num: 003  
Container Num: 2  
Year Installed: 1972  
Tank Capacity: 00008000  
Tank Used for: PRODUCT  
Type of Fuel: PREMIUM  
Container Construction Thickness: Not reported  
Leak Detection: Stock Inventor

Tank Num: 004  
Container Num: 1  
Year Installed: Not reported  
Tank Capacity: 00000280  
Tank Used for: WASTE  
Type of Fuel: WASTE OIL  
Container Construction Thickness: Not reported  
Leak Detection: Stock Inventor

[Click here for Geo Tracker PDF:](#)

**M65**  
**NNE**  
**1/8-1/4**  
**0.160 mi.**  
**847 ft.**

**MOBIL OIL CORP. S.S. #18-LKA**  
**6100 SEPULVEDA BLVD**  
**CULVER CITY, CA 90230**

**Site 4 of 10 in cluster M**

**CA LUST** **S102433608**  
**CA Cortese** **N/A**  
**CA CERS**

**Relative:**  
**Higher**

**Actual:**  
**40 ft.**

**LUST:**

Name: CIRCLE K #2211182/ MOBIL #18-LKA  
Address: 6100 SEPULVEDA BLVD  
City,State,Zip: CULVER CITY, CA 90230  
Lead Agency: LOS ANGELES RWQCB (REGION 4)  
Case Type: LUST Cleanup Site  
Geo Track: [http://geotracker.waterboards.ca.gov/profile\\_report.asp?global\\_id=T0603704754](http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603704754)  
Global Id: T0603704754  
Latitude: 33.9833484  
Longitude: -118.3945612  
Status: Completed - Case Closed  
Status Date: 10/25/2018  
Case Worker: DMB  
RB Case Number: R-07139  
Local Agency: LOS ANGELES COUNTY  
File Location: Regional Board  
Local Case Number: 006907-007139  
Potential Media Affect: Aquifer used for drinking water supply  
Potential Contaminants of Concern: Gasoline  
Site History: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOBIL OIL CORP. S.S. #18-LKA (Continued)**

**S102433608**

LUST:

Global Id: T0603704754  
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: T0603704754  
Contact Type: Local Agency Caseworker  
Contact Name: JOHN AWUJO  
Organization Name: LOS ANGELES COUNTY  
Address: 900 S FREMONT AVE  
City: ALHAMBRA  
Email: jawujo@dpw.lacounty.gov  
Phone Number: 6264583507

LUST:

Global Id: T0603704754  
Action Type: ENFORCEMENT  
Date: 08/26/2004  
Action: Staff Letter

Global Id: T0603704754  
Action Type: ENFORCEMENT  
Date: 05/24/2004  
Action: Staff Letter

Global Id: T0603704754  
Action Type: ENFORCEMENT  
Date: 11/02/2004  
Action: Staff Letter

Global Id: T0603704754  
Action Type: ENFORCEMENT  
Date: 07/25/2005  
Action: Staff Letter

Global Id: T0603704754  
Action Type: RESPONSE  
Date: 04/15/2003  
Action: Monitoring Report - Quarterly

Global Id: T0603704754  
Action Type: RESPONSE  
Date: 04/18/2003  
Action: Other Report / Document

Global Id: T0603704754  
Action Type: ENFORCEMENT  
Date: 03/23/2005  
Action: Staff Letter

Global Id: T0603704754

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOBIL OIL CORP. S.S. #18-LKA (Continued)**

**S102433608**

Action Type:	ENFORCEMENT
Date:	04/24/2006
Action:	Staff Letter
Global Id:	T0603704754
Action Type:	Other
Date:	01/19/1994
Action:	Leak Discovery
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	01/15/2004
Action:	Monitoring Report - Quarterly
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	01/15/2004
Action:	Soil and Water Investigation Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	07/15/2004
Action:	Soil and Water Investigation Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	04/30/2004
Action:	CAP/RAP - Feasibility Study Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	04/15/2004
Action:	Soil and Water Investigation Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	04/15/2004
Action:	Soil and Water Investigation Workplan
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	07/15/2003
Action:	Interim Remedial Action Plan
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	10/15/2003
Action:	Soil and Water Investigation Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	10/15/2003
Action:	Soil and Water Investigation Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	07/15/2005



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOBIL OIL CORP. S.S. #18-LKA (Continued)**

**S102433608**

Action: CAP/RAP - Final Remediation / Design Plan

Global Id: T0603704754

Action Type: RESPONSE

Date: 01/31/2004

Action: Interim Remedial Action Plan

Global Id: T0603704754

Action Type: RESPONSE

Date: 02/03/2004

Action: Soil and Water Investigation Report

Global Id: T0603704754

Action Type: RESPONSE

Date: 05/04/2004

Action: Other Workplan

Global Id: T0603704754

Action Type: RESPONSE

Date: 11/15/2004

Action: Well Installation Report

Global Id: T0603704754

Action Type: RESPONSE

Date: 07/15/2003

Action: Monitoring Report - Quarterly

Global Id: T0603704754

Action Type: RESPONSE

Date: 10/15/2010

Action: Monitoring Report - Quarterly

Global Id: T0603704754

Action Type: RESPONSE

Date: 10/15/2010

Action: Remedial Progress Report

Global Id: T0603704754

Action Type: RESPONSE

Date: 11/19/2010

Action: Soil and Water Investigation Workplan

Global Id: T0603704754

Action Type: RESPONSE

Date: 01/15/2016

Action: Monitoring Report - Semi-Annually

Global Id: T0603704754

Action Type: RESPONSE

Date: 07/15/2016

Action: Monitoring Report - Semi-Annually

Global Id: T0603704754

Action Type: RESPONSE

Date: 07/15/2014

Action: Monitoring Report - Semi-Annually

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOBIL OIL CORP. S.S. #18-LKA (Continued)**

**S102433608**

Global Id:	T0603704754
Action Type:	RESPONSE
Date:	11/14/2002
Action:	Site Assessment Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	09/15/2018
Action:	Well Destruction Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	01/15/2017
Action:	NPDES / WDR Reports
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	07/15/2016
Action:	NPDES / WDR Reports
Global Id:	T0603704754
Action Type:	ENFORCEMENT
Date:	03/07/2006
Action:	Staff Letter
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	01/31/2004
Action:	CAP/RAP - Feasibility Study Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	10/15/2003
Action:	Monitoring Report - Quarterly
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	04/15/2005
Action:	Remedial Progress Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	10/15/2004
Action:	Monitoring Report - Quarterly
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	01/15/2011
Action:	Monitoring Report - Quarterly
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	04/15/2011
Action:	Monitoring Report - Quarterly
Global Id:	T0603704754
Action Type:	RESPONSE

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOBIL OIL CORP. S.S. #18-LKA (Continued)**

**S102433608**

Date:	03/24/2011
Action:	Remedial Progress Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	07/15/2011
Action:	Remedial Progress Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	07/15/2017
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	01/15/2017
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	01/15/2018
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	04/30/2014
Action:	Pilot Study / Treatability Workplan - Regulator Responded
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	10/27/2017
Action:	Request for Closure - Regulator Responded
Global Id:	T0603704754
Action Type:	ENFORCEMENT
Date:	04/20/2007
Action:	Staff Letter
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	03/07/2005
Action:	Interim Remedial Action Plan
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	04/15/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	07/15/2004
Action:	Monitoring Report - Quarterly
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	04/15/2005
Action:	Soil and Water Investigation Report

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOBIL OIL CORP. S.S. #18-LKA (Continued)**

**S102433608**

Global Id:	T0603704754
Action Type:	RESPONSE
Date:	04/15/2005
Action:	Remedial Progress Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	03/31/2006
Action:	Soil and Water Investigation Workplan
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	10/15/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	10/15/2005
Action:	Soil and Water Investigation Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	07/15/2005
Action:	Soil and Water Investigation Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	06/02/2011
Action:	Site Assessment Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	07/15/2011
Action:	Monitoring Report - Quarterly
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	10/15/2011
Action:	Remedial Progress Report
Global Id:	T0603704754
Action Type:	REMEDIATION
Date:	12/01/2005
Action:	Soil Vapor Extraction (SVE)
Global Id:	T0603704754
Action Type:	REMEDIATION
Date:	05/08/2006
Action:	Pump & Treat (P&T) Groundwater
Global Id:	T0603704754
Action Type:	REMEDIATION
Date:	12/01/2003
Action:	Dual Phase Extraction
Global Id:	T0603704754
Action Type:	REMEDIATION

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOBIL OIL CORP. S.S. #18-LKA (Continued)**

**S102433608**

Date:	05/20/2015
Action:	In Situ Physical/Chemical Treatment (other than SVE)
Global Id:	T0603704754
Action Type:	REMEDIATION
Date:	05/20/2015
Action:	Soil Vapor Extraction (SVE)
Global Id:	T0603704754
Action Type:	REMEDIATION
Date:	12/01/2003
Action:	Dual Phase Extraction
Global Id:	T0603704754
Action Type:	ENFORCEMENT
Date:	02/18/2004
Action:	13267 Requirement
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	07/15/2004
Action:	Soil and Water Investigation Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	01/20/2005
Action:	Soil and Water Investigation Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	01/15/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	01/15/2007
Action:	Conceptual Site Model
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	01/15/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	01/15/2006
Action:	Soil and Water Investigation Report
Global Id:	T0603704754
Action Type:	ENFORCEMENT
Date:	06/04/2018
Action:	Staff Letter
Global Id:	T0603704754
Action Type:	ENFORCEMENT
Date:	03/27/2018
Action:	Notification - Preclosure

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOBIL OIL CORP. S.S. #18-LKA (Continued)**

**S102433608**

Global Id:	T0603704754
Action Type:	ENFORCEMENT
Date:	10/25/2018
Action:	Closure/No Further Action Letter
Global Id:	T0603704754
Action Type:	Other
Date:	01/19/1994
Action:	Leak Reported
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	08/15/2006
Action:	Soil and Water Investigation Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	07/15/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	04/15/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	04/15/2006
Action:	Soil and Water Investigation Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	03/31/2006
Action:	Soil and Water Investigation Workplan
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	01/04/2006
Action:	Well Installation Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	10/15/2012
Action:	Monitoring Report - Quarterly
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	01/15/2012
Action:	Monitoring Report - Quarterly
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	04/15/2012
Action:	Monitoring Report - Quarterly
Global Id:	T0603704754
Action Type:	RESPONSE

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOBIL OIL CORP. S.S. #18-LKA (Continued)**

**S102433608**

Date:	07/15/2012
Action:	Monitoring Report - Quarterly
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	01/15/2013
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603704754
Action Type:	ENFORCEMENT
Date:	01/12/2009
Action:	Staff Letter
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	10/15/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	10/15/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	10/15/2006
Action:	Soil and Water Investigation Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	07/15/2007
Action:	CAP/RAP - Final Remediation / Design Plan
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	07/15/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	07/15/2007
Action:	Conceptual Site Model
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	07/15/2013
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603704754
Action Type:	ENFORCEMENT
Date:	06/15/2009
Action:	Staff Letter
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	04/15/2009
Action:	Monitoring Report - Quarterly



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOBIL OIL CORP. S.S. #18-LKA (Continued)**

**S102433608**

Global Id:	T0603704754
Action Type:	RESPONSE
Date:	10/15/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	10/06/2008
Action:	Remedial Progress Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	12/18/2008
Action:	Soil and Water Investigation Workplan
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	04/15/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	04/15/2007
Action:	Conceptual Site Model
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	04/15/2005
Action:	Soil and Water Investigation Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	01/15/2014
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603704754
Action Type:	ENFORCEMENT
Date:	04/01/2015
Action:	Waste Discharge Requirements
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	01/15/2009
Action:	Monitoring Report - Quarterly
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	04/15/2009
Action:	Conceptual Site Model
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	04/15/2009
Action:	Soil and Water Investigation Report
Global Id:	T0603704754
Action Type:	RESPONSE

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOBIL OIL CORP. S.S. #18-LKA (Continued)**

**S102433608**

Date:	10/15/2004
Action:	Interim Remedial Action Plan
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	01/15/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	04/15/2004
Action:	Remedial Progress Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	01/15/2005
Action:	Soil and Water Investigation Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	07/15/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	04/15/2005
Action:	Soil and Water Investigation Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	01/15/2015
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	07/15/2015
Action:	NPDES / WDR Reports
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	07/15/2015
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603704754
Action Type:	ENFORCEMENT
Date:	05/29/2003
Action:	13267 Requirement
Global Id:	T0603704754
Action Type:	ENFORCEMENT
Date:	11/29/2004
Action:	Staff Letter
Global Id:	T0603704754
Action Type:	ENFORCEMENT
Date:	04/14/2004
Action:	Staff Letter

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOBIL OIL CORP. S.S. #18-LKA (Continued)**

**S102433608**

Global Id:	T0603704754
Action Type:	ENFORCEMENT
Date:	03/13/2003
Action:	Staff Letter
Global Id:	T0603704754
Action Type:	ENFORCEMENT
Date:	09/22/2003
Action:	13267 Requirement
Global Id:	T0603704754
Action Type:	ENFORCEMENT
Date:	03/30/2010
Action:	Staff Letter
Global Id:	T0603704754
Action Type:	ENFORCEMENT
Date:	06/02/2014
Action:	Staff Letter
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	07/15/2009
Action:	Remedial Progress Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	07/15/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	07/15/2008
Action:	Remedial Progress Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	07/15/2009
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	01/15/2010
Action:	Remedial Progress Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	04/15/2010
Action:	Remedial Progress Report
Global Id:	T0603704754
Action Type:	RESPONSE
Date:	01/15/2010
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603704754
Action Type:	RESPONSE

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOBIL OIL CORP. S.S. #18-LKA (Continued)**

**S102433608**

Date: 07/15/2010  
Action: Monitoring Report - Quarterly

Global Id: T0603704754  
Action Type: RESPONSE  
Date: 07/03/2009  
Action: Remedial Progress Report

Global Id: T0603704754  
Action Type: RESPONSE  
Date: 10/15/2009  
Action: Monitoring Report - Semi-Annually

Global Id: T0603704754  
Action Type: RESPONSE  
Date: 07/15/2015  
Action: Pilot Study/ Treatability Report

**LUST:**

Global Id: T0603704754  
Status: Open - Case Begin Date  
Status Date: 01/19/1994

Global Id: T0603704754  
Status: Open - Site Assessment  
Status Date: 01/19/1994

Global Id: T0603704754  
Status: Open - Site Assessment  
Status Date: 11/14/2002

Global Id: T0603704754  
Status: Open - Site Assessment  
Status Date: 02/02/2004

Global Id: T0603704754  
Status: Open - Remediation  
Status Date: 04/13/2004

Global Id: T0603704754  
Status: Open - Remediation  
Status Date: 10/18/2004

Global Id: T0603704754  
Status: Open - Remediation  
Status Date: 11/02/2004

Global Id: T0603704754  
Status: Open - Remediation  
Status Date: 04/19/2005

Global Id: T0603704754  
Status: Open - Site Assessment  
Status Date: 04/03/2006

Global Id: T0603704754  
Status: Open - Remediation

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOBIL OIL CORP. S.S. #18-LKA (Continued)**

**S102433608**

Status Date: 08/21/2007

Global Id: T0603704754  
Status: Open - Eligible for Closure  
Status Date: 02/13/2013

Global Id: T0603704754  
Status: Open - Remediation  
Status Date: 06/02/2014

Global Id: T0603704754  
Status: Open - Eligible for Closure  
Status Date: 03/27/2018

Global Id: T0603704754  
Status: Completed - Case Closed  
Status Date: 10/25/2018

**LUST REG 4:**

Region: 4  
Regional Board: 04  
County: Los Angeles  
Facility Id: R-07139  
Status: Remedial action (cleanup) Underway  
Substance: Gasoline  
Substance Quantity: Not reported  
Local Case No: 006907-007139  
Case Type: Groundwater  
Abatement Method Used at the Site: Not reported  
Global ID: T0603704754  
W Global ID: Not reported  
Staff: WXT  
Local Agency: 19000  
Cross Street: Not reported  
Enforcement Type: DLSEL  
Date Leak Discovered: 1/19/1994  
Date Leak First Reported: 1/19/1994  
Date Leak Record Entered: 6/2/1995  
Date Confirmation Began: 1/19/1994  
Date Leak Stopped: Not reported  
Date Case Last Changed on Database: 6/2/1995  
Date the Case was Closed: Not reported  
How Leak Discovered: OM  
How Leak Stopped: Not reported  
Cause of Leak: UNK  
Leak Source: Not reported  
Operator: Not reported  
Water System: Not reported  
Well Name: Not reported  
Approx. Dist To Production Well (ft): 10394.777541328351495854239298  
Source of Cleanup Funding: Not reported  
Preliminary Site Assessment Workplan Submitted: Not reported  
Preliminary Site Assessment Began: 11/14/2002  
Pollution Characterization Began: Not reported  
Remediation Plan Submitted: Not reported  
Remedial Action Underway: 1/6/2004

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOBIL OIL CORP. S.S. #18-LKA (Continued)**

**S102433608**

Post Remedial Action Monitoring Began: Not reported  
Enforcement Action Date: Not reported  
Historical Max MTBE Date: 12/19/2003  
Hist Max MTBE Conc in Groundwater: 1120000  
Hist Max MTBE Conc in Soil: 36000  
Significant Interim Remedial Action Taken: Not reported  
GW Qualifier: =  
Soil Qualifier: =  
Organization: Not reported  
Owner Contact: Not reported  
Responsible Party: LEE HANLEY  
RP Address: 1464 MADERA ROAD, SUITE N., #265  
Program: LUST  
Lat/Long: 33.9833484 / -1  
Local Agency Staff: Not reported  
Beneficial Use: Not reported  
Priority: Not reported  
Cleanup Fund Id: Not reported  
Suspended: Not reported  
Assigned Name: Not reported  
Summary: OLD CASE #060295-11

**CORTESE:**

Name: CIRCLE K #2211182/ MOBIL #18-LKA  
Address: 6100 SEPULVEDA BLVD  
City,State,Zip: CULVER CITY, CA 90230  
Region: CORTESE  
Envirostor Id: Not reported  
Global ID: T0603704754  
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  
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: CIRCLE K #2211182/ MOBIL #18-LKA  
Address: 6100 SEPULVEDA BLVD  
City,State,Zip: CULVER CITY, CA 90230  
Site ID: 235301  
CERS ID: T0603704754  
CERS Description: Leaking Underground Storage Tank Cleanup Site

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOBIL OIL CORP. S.S. #18-LKA (Continued)**

**S102433608**

**Affiliation:**

Affiliation Type Desc: Local Agency Caseworker  
Entity Name: JOHN AWUJO - LOS ANGELES COUNTY  
Entity Title: Not reported  
Affiliation Address: 900 S FREMONT AVE  
Affiliation City: ALHAMBRA  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: 6264583507

Affiliation Type Desc: Regional Board Caseworker  
Entity Name: DAVID M. BJOSTAD - LOS ANGELES RWQCB (REGION 4)  
Entity Title: Not reported  
Affiliation Address: 320 W. 4th Street, Suite 200  
Affiliation City: Los Angeles  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

**M66**  
**NNE**  
**1/8-1/4**  
**0.160 mi.**  
**847 ft.**

**EXXONMOBIL OIL CORP.**  
**6100 SEPULVEDA BLVD**  
**CULVER CITY, CA 90230**

**RCRA-SQG 1007200220**  
**CAL000056270**

**Site 5 of 10 in cluster M**

**Relative:**  
**Higher**

**RCRA-SQG:**

**Actual:**  
**40 ft.**

Date form received by agency: 2002-02-28 00:00:00.0  
Facility name: EXXONMOBIL OIL CORP.  
Facility address: 6100 SEPULVEDA BLVD  
CULVER CITY, CA 90230  
EPA ID: CAL000056270  
Mailing address: WEST BAYAUD AVE.  
LAKEWOOD, CO 80228  
Contact: JOHN HOOVER  
Contact address: Not reported  
Not reported  
Contact country: US  
Contact telephone: 800-253-8054  
Contact email: Not reported  
EPA Region: 09  
Classification: Small Small Quantity Generator  
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

**Owner/Operator Summary:**

Owner/operator name: EXXONMOBIL OIL CORP.  
Owner/operator address: Not reported  
Not reported  
Owner/operator country: US  
Owner/operator telephone: Not reported  
Owner/operator email: Not reported



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**EXXONMOBIL OIL CORP. (Continued)**

**1007200220**

Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Private  
Owner/Operator Type: Owner  
Owner/Op start date: 2002-05-31 00:00:00.  
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Historical Generators:

Date form received by agency: 2002-02-28 00:00:00.0  
Site name: EXXONMOBIL OIL CORP.  
Classification: Small Quantity Generator

Hazardous Waste Summary:

. Waste code: 223  
. Waste name: Unspecified oil-containing waste  
  
. Waste code: D001  
. Waste name: IGNITABLE WASTE  
  
Violation Status: No violations found

**M67**  
**NNE**  
**1/8-1/4**  
**0.160 mi.**  
**847 ft.**

**EXXONMOBIL OIL CORPORATION - 11296**  
**6100 SEPULVEDA BLVD**  
**CULVER CITY, CA 90230**

**RCRA-SQG 1008879811**  
**CAR000166579**

**Site 6 of 10 in cluster M**

**Relative:**  
**Higher**  
**Actual:**  
**40 ft.**

RCRA-SQG:  
Date form received by agency: 2006-02-18 00:00:00.0  
Facility name: EXXONMOBIL OIL CORPORATION - 11296  
Facility address: 6100 SEPULVEDA BLVD  
CULVER CITY, CA 90230  
  
EPA ID: CAR000166579  
Mailing address: 16825 NORTHCHASE DRIVE,  
ROOM 911  
HOUSTON, TX 77060  
  
Contact: DALE VIATOR  
Contact address: Not reported  
Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**EXXONMOBIL OIL CORPORATION - 11296 (Continued)**

**1008879811**

Contact country: US  
Contact telephone: 281-654-8470  
Contact email: DALE.VIATOR@EXXONMOBIL.COM  
EPA Region: 09  
Classification: Small Small Quantity Generator  
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

**Owner/Operator Summary:**

Owner/operator name: EXXONMOBIL OIL CORPORATION  
Owner/operator address: Not reported  
Not reported  
Owner/operator country: US  
Owner/operator telephone: Not reported  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Private  
Owner/Operator Type: Operator  
Owner/Op start date: 1999-12-01 00:00:00.  
Owner/Op end date: Not reported

Owner/operator name: EXXONMOBIL OIL CORPORATION  
Owner/operator address: 3225 GALLOWES RD  
FAIRFAX, VA 22037  
Owner/operator country: US  
Owner/operator telephone: Not reported  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Private  
Owner/Operator Type: Owner  
Owner/Op start date: 1999-12-01 00:00:00.  
Owner/Op end date: Not reported

Owner/operator name: EXXONMOBIL OIL CORPORATION  
Owner/operator address: 3223 GALLOWES ROAD  
FAIRFAX, VA 22037  
Owner/operator country: US  
Owner/operator telephone: Not reported  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Private  
Owner/Operator Type: Owner  
Owner/Op start date: 1999-12-01 00:00:00.  
Owner/Op end date: Not reported

**Handler Activities Summary:**

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**EXXONMOBIL OIL CORPORATION - 11296 (Continued)**

**1008879811**

Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
Used oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Historical Generators:

Date form received by agency: 2006-02-18 00:00:00.0  
Site name: EXXONMOBIL OIL CORPORATION - 11296  
Classification: Large Quantity Generator

Date form received by agency: 2005-09-15 00:00:00.0  
Site name: EXXONMOBIL OIL CORPORATION 11296  
Classification: Large Quantity Generator

Hazardous Waste Summary:

. Waste code: D001  
. Waste name: IGNITABLE WASTE  
  
. Waste code: D018  
. Waste name: BENZENE

Violation Status: No violations found

**M68**  
**NNE**  
**1/8-1/4**  
**0.160 mi.**  
**847 ft.**

**CIRCLE K STORE #2211182**  
**6100 SEPULVEDA BLVD**  
**CULVER CITY, CA 90230**

**RCRA NonGen / NLR**

**1024832063**  
**CAL000369727**

**Site 7 of 10 in cluster M**

**Relative:**  
**Higher**

RCRA NonGen / NLR:

**Actual:**  
**40 ft.**

Date form received by agency: 2011-12-06 00:00:00.0  
Facility name: CIRCLE K STORE #2211182  
Facility address: 6100 SEPULVEDA BLVD  
CULVER CITY, CA 90230  
EPA ID: CAL000369727  
Mailing address: 255 E RINCON ST STE 100  
CORONA, CA 92879-0000  
Contact: KRISTI HODGE  
Contact address: 255 E. RINCON ST. SUITE 100  
CORONA, CA 92879  
Contact country: Not reported  
Contact telephone: 951-270-5153  
Contact email: KHODGE@CIRCLEK.COM  
EPA Region: 09  
Classification: Non-Generator  
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name: KRISTI HODGE

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CIRCLE K STORE #2211182 (Continued)**

**1024832063**

Owner/operator address: 255 E. RINCON ST. SUITE 100  
CORONA, CA 92879  
Owner/operator country: Not reported  
Owner/operator telephone: 951-270-5153  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Owner/operator name: CIRCLE K STORES INC  
Owner/operator address: 255 E RINCON ST STE 100  
CORONA, CA 92879  
Owner/operator country: Not reported  
Owner/operator telephone: 951-270-5153  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

**Handler Activities Summary:**

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Violation Status: No violations found

**M69**  
**NNE**  
**1/8-1/4**  
**0.160 mi.**  
**847 ft.**  
**Relative:**  
**Higher**  
**Actual:**  
**40 ft.**

**MOBIL OIL SERVICE STATION**  
**6100 SEPULVEDA BLVD**  
**CULVER CITY, CA 90230**  
**Site 8 of 10 in cluster M**

**CA CERS HAZ WASTE**  
**CA SWEEPS UST**  
**CA FID UST**  
**CA CERS TANKS**  
**CA LOS ANGELES CO. HMS**  
**CA CERS**

**S101583578**  
**N/A**

**CERS HAZ WASTE:**

Name: CIRCLE K STORES INC. SITE #2211182  
Address: 6100 S SEPULVEDA BLVD  
City,State,Zip: CULVER CITY, CA 90230  
Site ID: 19177  
CERS ID: 10206868  
CERS Description: Hazardous Waste Generator

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOBIL OIL SERVICE STATION (Continued)**

**S101583578**

**SWEEPS UST:**

Name: MOBIL OIL CORP SS 11LKA  
Address: 6100 S SEPULVEDA BLVD  
City: CULVER CITY  
Status: Active  
Comp Number: 7139  
Number: 9  
Board Of Equalization: 44-000400  
Referral Date: 06-30-89  
Action Date: Not reported  
Created Date: 06-30-89  
Owner Tank Id: Not reported  
SWRCB Tank Id: 19-000-007139-000001  
Tank Status: A  
Capacity: Not reported  
Active Date: 06-30-89  
Tank Use: UNKNOWN  
STG: W  
Content: Not reported  
Number Of Tanks: 5

Name: MOBIL OIL CORP SS 11LKA  
Address: 6100 S SEPULVEDA BLVD  
City: CULVER CITY  
Status: Active  
Comp Number: 7139  
Number: 9  
Board Of Equalization: 44-000400  
Referral Date: 06-30-89  
Action Date: Not reported  
Created Date: 06-30-89  
Owner Tank Id: Not reported  
SWRCB Tank Id: 19-000-007139-000002  
Tank Status: A  
Capacity: Not reported  
Active Date: 06-30-89  
Tank Use: UNKNOWN  
STG: W  
Content: Not reported  
Number Of Tanks: Not reported

Name: MOBIL OIL CORP SS 11LKA  
Address: 6100 S SEPULVEDA BLVD  
City: CULVER CITY  
Status: Active  
Comp Number: 7139  
Number: 9  
Board Of Equalization: 44-000400  
Referral Date: 06-30-89  
Action Date: Not reported  
Created Date: 06-30-89  
Owner Tank Id: Not reported  
SWRCB Tank Id: 19-000-007139-000003  
Tank Status: A  
Capacity: Not reported  
Active Date: 06-30-89  
Tank Use: UNKNOWN

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOBIL OIL SERVICE STATION (Continued)**

**S101583578**

STG: W  
Content: Not reported  
Number Of Tanks: Not reported

Name: MOBIL OIL CORP SS 11LKA  
Address: 6100 S SEPULVEDA BLVD  
City: CULVER CITY  
Status: Active  
Comp Number: 7139  
Number: 9  
Board Of Equalization: 44-000400  
Referral Date: 06-30-89  
Action Date: Not reported  
Created Date: 06-30-89  
Owner Tank Id: Not reported  
SWRCB Tank Id: 19-000-007139-000004  
Tank Status: A  
Capacity: Not reported  
Active Date: 06-30-89  
Tank Use: UNKNOWN  
STG: W  
Content: Not reported  
Number Of Tanks: Not reported

Name: MOBIL OIL CORP SS 11LKA  
Address: 6100 S SEPULVEDA BLVD  
City: CULVER CITY  
Status: Active  
Comp Number: 7139  
Number: 9  
Board Of Equalization: 44-000400  
Referral Date: 06-30-89  
Action Date: Not reported  
Created Date: 06-30-89  
Owner Tank Id: Not reported  
SWRCB Tank Id: 19-000-007139-000005  
Tank Status: A  
Capacity: Not reported  
Active Date: 06-30-89  
Tank Use: UNKNOWN  
STG: W  
Content: Not reported  
Number Of Tanks: Not reported

**CA FID UST:**

Facility ID: 19004660  
Regulated By: UTNKA  
Regulated ID: 00039723  
Cortese Code: Not reported  
SIC Code: Not reported  
Facility Phone: 8180000000  
Mail To: Not reported  
Mailing Address: BOX  
Mailing Address 2: Not reported  
Mailing City,St,Zip: CULVER CITY  
Contact: Not reported  
Contact Phone: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOBIL OIL SERVICE STATION (Continued)**

**S101583578**

DUNs Number: Not reported  
NPDES Number: Not reported  
EPA ID: Not reported  
Comments: Not reported  
Status: Active

**CERS TANKS:**

Name: CIRCLE K STORES INC. SITE #2211182  
Address: 6100 S SEPULVEDA BLVD  
City,State,Zip: CULVER CITY, CA 90230  
Site ID: 19177  
CERS ID: 10206868  
CERS Description: Underground Storage Tank

**LOS ANGELES CO. HMS:**

Name: MOBIL OIL SERVICE STATION  
Address: 6100 SEPULVEDA BLVD  
City,State,Zip: CULVER CITY, CA 902306422  
Region: LA  
Permit Category: I  
Facility Id: 006907-I07139  
Facility Type: 01  
Facility Status: Permit  
Area: 2M  
Permit Number: 000020194  
Permit Status: Closed

Name: MOBIL OIL SERVICE STATION  
Address: 6100 SEPULVEDA BLVD  
City,State,Zip: CULVER CITY, CA 902306422  
Region: LA  
Permit Category: I  
Facility Id: 006907-I07139  
Facility Type: 01  
Facility Status: Permit  
Area: 2M  
Permit Number: 000020121  
Permit Status: Permit

Name: EXXONMOBIL CORP  
Address: 6100 SEPULVEDA BLVD  
City,State,Zip: CULVER CITY, CA 902306422  
Region: LA  
Permit Category: I  
Facility Id: 006907-045630  
Facility Type: 01  
Facility Status: Closed  
Area: 2M  
Permit Number: 000476715  
Permit Status: Closed

Name: MOBIL OIL CORP S/S #18-LKA  
Address: 6100 SEPULVEDA BLVD  
City,State,Zip: CULVER CITY, CA 902306422  
Region: LA  
Permit Category: T



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOBIL OIL SERVICE STATION (Continued)**

**S101583578**

Facility Id: 006907-007139  
Facility Type: 0  
Facility Status: Closed  
Area: 2M  
Permit Number: 00002682T  
Permit Status: Closed

**CERS:**

Name: CIRCLE K STORES INC. SITE #2211182  
Address: 6100 S SEPULVEDA BLVD  
City,State,Zip: CULVER CITY, CA 90230  
Site ID: 19177  
CERS ID: 10206868  
CERS Description: Chemical Storage Facilities

**Violations:**

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 01-16-2018  
Citation: 23 CCR 16 2712(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(i)  
Violation Description: Failure to have current UST Monitoring Plan available on site.  
Violation Notes: Returned to compliance on 01/08/2019.  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST  
Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 01-28-2016  
Citation: HSC 6.7 25286(a) - California Health and Safety Code, Chapter 6.7, Section(s) 25286(a)  
Violation Description: Failure to submit an complete and accurate application for a permit to operate an underground storage tank, or for renewal of the permit.  
Violation Notes: Returned to compliance on 04/12/2017.  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST  
Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 02-04-2015  
Citation: 23 CCR 16 2715 - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715  
Violation Description: Failure to comply with one or more of the designated operator monthly inspection requirements: failed to inspect the monthly alarm history report; attach a copy of the alarm history; failed to inspect for the presence of liquid or debris in the spill container/spill bucket and under dispenser containment; failed to inspect the under dispenser containment to ensure that monitoring equipment is placed in the proper position; failure to inspect for liquid or debris in the containment sump where an alarm occurred or for which there is no record of a service visit; or failure to check that all testing and maintenance has been completed and documented.  
Violation Notes: Returned to compliance on 11/25/2015.  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOBIL OIL SERVICE STATION (Continued)**

**S101583578**

Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 01-07-2019  
Citation: 23 CCR 16 2712(b)(1)(G) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)(1)(G)  
Violation Description: Failure to comply with one or more of the following overfill prevention equipment requirements: Alert the transfer operator when the tank is 90 percent full by restricting the flow into the tank or triggering an audible and visual alarm; or Restrict delivery of flow to the tank at least 30 minutes before the tank overfills, provided the restriction occurs when the tank is filled to no more than 95 percent of capacity; and activate an audible alarm at least five minutes before the tank overfills; or Provide positive shut-off of flow to the tank when the tank is filled to no more than 95 percent of capacity; or Provide positive shut-off of flow to the tank so that none of the fittings located on the top of the tank are exposed to product due to overfilling. Install/retrofit overfill prevention equipment that does not use flow restrictors on vent piping to meet overfill prevention equipment requirements when the overfill prevention equipment is installed, repaired, or replaced on and after October 1, 2018. For USTs installed before October 1, 2018, perform an inspection by October 13, 2018 and every 36 months thereafter. For USTs installed on and after October 1, 2018, perform an inspection at installation and every 36 months thereafter. Inspected within 30 days after a repair to the overfill prevention equipment. Inspected using an applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer. Inspected by a certified UST service technician. Maintain records of overfill prevention equipment inspection for 36 months.

Violation Notes: Not reported  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST  
Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 01-28-2016  
Citation: HSC 6.7 25284(a)(3) - California Health and Safety Code, Chapter 6.7, Section(s) 25284(a)(3)  
Violation Description: Failure to submit, maintain, or implement an owner/operator written agreement.

Violation Notes: Returned to compliance on 04/12/2017.  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST  
Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 01-16-2018  
Citation: 23 CCR 16 2641(h) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2641(h)  
Violation Description: Failure to have an approved UST Monitoring Plan.

Violation Notes: Returned to compliance on 01/08/2019.  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOBIL OIL SERVICE STATION (Continued)**

**S101583578**

Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 01-07-2019  
Citation: 23 CCR 16 2716(f) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2716(f)  
Violation Description: "Failure to maintain on-site, or off-site at a readily available location if approved by the UPA, copies of Designated Operator inspection records as follows: Designated operator monthly inspection records for inspections performed before October 1, 2018 must be kept for 12 months from the month of inspection. For inspections performed on or after October 1, 2018, copies of the ""Designated Underground Storage Tank Operator Visual Inspection Report"" must be kept for 36 months from the month of inspection. "

Violation Notes: Not reported  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST  
Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 01-07-2019  
Citation: 23 CCR 16 2641(j) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2641(j)  
Violation Description: Failure of the leak detection equipment to be installed, calibrated, operated, and/or maintained properly.  
Violation Notes: Not reported  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST  
Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 01-07-2019  
Citation: 23 CCR 16 2641(h) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2641(h)  
Violation Description: Failure to have an approved UST Monitoring Plan.  
Violation Notes: Not reported  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST  
Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 01-16-2018  
Citation: 23 CCR 16 2712 - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712  
Violation Description: Failure to comply with any of the applicable requirements of the permit issued for the operation of the UST system.  
Violation Notes: Returned to compliance on 01/08/2019.  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST  
Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOBIL OIL SERVICE STATION (Continued)**

**S101583578**

Violation Date: 01-07-2019  
Citation: 23 CCR 16 2636(f)(1) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2636(f)(1)  
Violation Description: Failure of the double-walled pressurized piping to be continuously monitored with a system that activates an audible and visual alarm or stops flow at the dispenser when a leak is detected.  
Violation Notes: Not reported  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST  
Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 02-04-2015  
Citation: HSC 6.7 25284.2 - California Health and Safety Code, Chapter 6.7, Section(s) 25284.2  
Violation Description: Failure to test the spill bucket annually.  
Violation Notes: Returned to compliance on 11/25/2015.  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST  
Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 01-07-2019  
Citation: HSC 6.7 25293 - California Health and Safety Code, Chapter 6.7, Section(s) 25293  
Violation Description: Failure to maintain UST records in sufficient detail to enable the UPA to determine whether the UST systems are in compliance.  
Violation Notes: Not reported  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST  
Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 01-07-2019  
Citation: 23 CCR 16 2638(d) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2638(d)  
Violation Description: Failure to submit the G Monitoring System Certification FormG to the UPA within 30 days of completion of the test.  
Violation Notes: Not reported  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST  
Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 01-16-2018  
Citation: HSC 6.7 25290.1(c),25290.2(c),25291(a)(2),2529.1(e) - California Health and Safety Code, Chapter 6.7, Section(s) 25290.1(c),25290.2(c),25291(a)(2),2529.1(e)  
Violation Description: Failure to maintain secondary containment (e.g., failure of secondary containment testing).  
Violation Notes: Returned to compliance on 01/08/2019.  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOBIL OIL SERVICE STATION (Continued)**

**S101583578**

Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 01-16-2018  
Citation: HSC 6.7 25290.1(c)(3),25290.2(c)(3) - California Health and Safety Code, Chapter 6.7, Section(s) 25290.1(c)(3),25290.2(c)(3)  
Violation Description: Failure to keep water out of the secondary containment of UST systems installed on or after July 1, 2003.  
Violation Notes: Returned to compliance on 01/08/2019.  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST  
Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 02-04-2015  
Citation: HSC 6.7 25291 - California Health and Safety Code, Chapter 6.7, Section(s) 25291  
Violation Description: Failure to maintain under-dispenser containment, sumps, and/or other secondary containment in good condition and/or free of debris/liquid.  
Violation Notes: Returned to compliance on 11/25/2015.  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST  
Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 01-07-2019  
Citation: 23 CCR 16 2632(c)(2)(A)&(B) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2632(c)(2)(A)&(B)  
Violation Description: Failure to continuously monitor the interstitial space of a double-walled tank with an audible and visual alarm system.  
Violation Notes: Not reported  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST  
Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 01-16-2018  
Citation: 23 CCR 16 2712(f) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(f)  
Violation Description: Failure to implement the corrections specified in the inspection report within 30 calendar days of receiving an inspection report from either the UPA or special inspector.  
Violation Notes: Returned to compliance on 01/08/2019.  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST  
Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 01-16-2018  
Citation: HSC 6.7 25284, 25286 - California Health and Safety Code, Chapter 6.7, Section(s) 25284, 25286  
Violation Description: Failure to submit a complete and accurate application for a permit to

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOBIL OIL SERVICE STATION (Continued)**

**S101583578**

operate a UST, or for renewal of the permit.  
Returned to compliance on 01/08/2019.  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST  
Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 01-07-2019  
Citation: 23 CCR 16 2637.1(e) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2637.1(e)  
Violation Description: Failure to submit a copy of the spill containment test results on the G Spill Container Testing Report FormG to the UPA within 30 days after the test.

Violation Notes: Not reported  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST  
Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 01-16-2018  
Citation: 23 CCR 16 2637 - California Code of Regulations, Title 23, Chapter 16, Section(s) 2637  
Violation Description: Failure to conduct secondary containment testing, or one or more of the following requirements: Perform the test within six months of installation and every 36 months thereafter. Use a procedure that demonstrates the system works as well as at installation. Use applicable manufacturer guidelines, industry codes, engineering standard, or professional engineer approval. Performed by a certified service technician or a licensed tank tester.

Violation Notes: Returned to compliance on 01/08/2019.  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST  
Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 01-19-2017  
Citation: HSC 6.7 25290.1(c)(3), 25290.2(c)(3) - California Health and Safety Code, Chapter 6.7, Section(s) 25290.1(c)(3), 25290.2(c)(3)  
Violation Description: Failure to keep water out of the secondary containment of UST systems installed on or after July 1, 2003 and before July 1, 2004, or on or after July 1, 2004.

Violation Notes: Returned to compliance on 05/16/2018.  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST  
Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 02-04-2015  
Citation: HSC 6.7 25299 - California Health and Safety Code, Chapter 6.7, Section(s) 25299  
Violation Description: Failure to comply with one or more of the operating permit conditions.  
Violation Notes: Returned to compliance on 11/25/2015.  
Violation Division: Los Angeles County Department of Public Works

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MOBIL OIL SERVICE STATION (Continued)**

**S101583578**

Violation Program: UST  
Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 01-07-2019  
Citation: 23 CCR 16 2712(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(i)

Violation Description: Failure to have current UST Monitoring Plan available on site.  
Violation Notes: Not reported  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST  
Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 01-07-2019  
Citation: 23 CCR 16 2712(b)(1) and (2) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)(1) and (2)

Violation Description: Failure to maintain monitoring records for release detection and/or maintain records of appropriate follow-up actions.  
Violation Notes: Not reported  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST  
Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 01-07-2019  
Citation: 23 CCR 16 2716(a) through (e) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2716(a) through (e)

Violation Description: For designated operator (DO) monthly inspections conducted before October 1, 2018, failure to comply with one or more of the following requirements: Be performed by an ICC certified DO. Inspect monthly alarm history report, check that alarms are documented and responded to appropriately, and attach a copy. Inspect for the presence of liquid/debris in spill containers. Inspect for the presence of liquid/debris in under dispenser containment (UDC) and ensure that the monitoring equipment is positioned correctly. Inspect for liquid or debris in containment sumps where an alarm occurred with no service visit. Check that all testing and maintenance has been completed and documented. Verify that all facility employees have been trained in accordance with 23 CCR 2715(c). For designated operator (DO) 30 day inspections conducted on and after October 1, 2018, failure to conduct the designated UST operator visual inspection at least once every 30 days.  
Violation Notes: Not reported  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST  
Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 01-07-2019  
Citation: 23 CCR 16 2712 - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712

Violation Description: Failure to comply with any of the applicable requirements of the



Map ID  
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MAP FINDINGS

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EDR ID Number  
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**MOBIL OIL SERVICE STATION (Continued)**

**S101583578**

permit issued for the operation of the UST system.  
Violation Notes: Not reported  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST  
Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 01-19-2017  
Citation: 23 CCR 16 2638(d) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2638(d)  
Violation Description: Failure to submit the Annual Monitoring System Certification Form to the CUPA within 30 days of completion of the test.  
Violation Notes: Returned to compliance on 05/16/2018.  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST  
Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 01-19-2017  
Citation: 23 CCR 16 2637(e) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2637(e)  
Violation Description: Failure to submit a copy of the secondary containment test results to the CUPA within 30 days after the test.  
Violation Notes: Returned to compliance on 05/16/2018.  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST  
Violation Source: CERS

Site ID: 19177  
Site Name: Circle K Stores Inc. Site #2211182  
Violation Date: 01-28-2016  
Citation: 23 CCR 16 2711(a)(8) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2711(a)(8)  
Violation Description: Failure to submit, obtain approval, or maintain a complete/accurate plot plan.  
Violation Notes: Returned to compliance on 04/12/2017.  
Violation Division: Los Angeles County Department of Public Works  
Violation Program: UST  
Violation Source: CERS

Evaluation:  
Eval General Type: Compliance Evaluation Inspection  
Eval Date: 01-16-2018  
Violations Found: Yes  
Eval Type: Routine done by local agency  
Eval Notes: SCTR 72716 FAILURES NOT CLEARED; LIQ. IN UDC 11/12, ALL FILL SUMPS, ALL SPBKS (CLEARED ONSITE); EXPOSED WIRING IN UDC 1/2,9/10,11/12.  
Eval Division: Los Angeles County Department of Public Works  
Eval Program: UST  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 01-19-2017  
Violations Found: Yes  
Eval Type: Routine done by local agency

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**MOBIL OIL SERVICE STATION (Continued)**

**S101583578**

Eval Notes:	SCTR & CTLS RECEIVED LATE. SCTR FAILURES. CERS CORRECT. SUMPS DRY, SENSORS AT LOW POINT.
Eval Division:	Los Angeles County Department of Public Works
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	04-29-2014
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Inspector: T. Mac Tavish, J. Luna
Eval Division:	Culver City Fire Department
Eval Program:	HMRRP
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	05-19-2015
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Michael Kim
Eval Division:	Los Angeles County Fire Department
Eval Program:	HW
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	06-15-2017
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Inspected by: J.Luna Consent by: Michael Kim
Eval Division:	Culver City Fire Department
Eval Program:	HMRRP
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	01-07-2019
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	87,87AUX,91(341AN,PLLD,SUMPS&UDC 350)WO(407AN 208 FILL))NOVC:2018MC NOT SUBMITD,022218SCRT,OVFL INSP NOT PERF,91F,87AUX STP,UDC7/8 FAIL
Eval Division:	Los Angeles County Department of Public Works
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	01-28-2016
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	VRTLS 350MS; 87M/87S/91/WASTE OIL USTS; AO SMITH/NOV DW PPNG. VR 350 SMPS/UDCS; VR 341 ANN; WASTE OIL SUMP VR 208/VR 407 ANN.
Eval Division:	Los Angeles County Department of Public Works
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	02-04-2015
Violations Found:	Yes
Eval Type:	Routine done by local agency

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**MOBIL OIL SERVICE STATION (Continued)**

**S101583578**

Eval Notes: VR TLS-350 CERT 2/4/15, SB989 8/20/13 & 8/23/13. SUMPS W/350 SENSORS  
DW AO SMITH, PLLD, 341 ANNULARS. WASTE OIL- 208 SUMP, 407 ANNULAR.  
Eval Division: Los Angeles County Department of Public Works  
Eval Program: UST  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 05-16-2019  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Carlos Quevedo, Cashier  
Eval Division: Los Angeles County Fire Department  
Eval Program: HW  
Eval Source: CERS

**Affiliation:**

Affiliation Type Desc: Operator  
Entity Name: OK GYU Kim  
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) 410-0490

Affiliation Type Desc: UST Permit Applicant  
Entity Name: Robert Velasco  
Entity Title: Agent For Circle K  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: (661) 250-9300

Affiliation Type Desc: Identification Signer  
Entity Name: Robert Velasco  
Entity Title: Agent For Circle K  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Parent Corporation  
Entity Name: Circle K Stores Inc.  
Entity Title: Not reported  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Property Owner

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**MOBIL OIL SERVICE STATION (Continued)**

**S101583578**

Entity Name: The Bartlett Family Trust c/o John W. Bartlett  
Entity Title: Not reported  
Affiliation Address: P.O. Box 1126  
Affiliation City: Franklin  
Affiliation State: TN  
Affiliation Country: United States  
Affiliation Zip: 37065  
Affiliation Phone: (615) 794-8085

Affiliation Type Desc: UST Property Owner Name  
Entity Name: The Bartlett Family Trust  
Entity Title: Not reported  
Affiliation Address: P.O. Box 1126  
Affiliation City: Franklin  
Affiliation State: TN  
Affiliation Country: United States  
Affiliation Zip: 37065  
Affiliation Phone: (615) 794-8085

Affiliation Type Desc: Legal Owner  
Entity Name: Circle K Stores Inc.  
Entity Title: Not reported  
Affiliation Address: P.O. Box 52085, Attn: Environmental  
Affiliation City: Phoenix  
Affiliation State: AZ  
Affiliation Country: United States  
Affiliation Zip: 85072  
Affiliation Phone: (980) 875-1745

Affiliation Type Desc: UST Tank Operator  
Entity Name: OK GYU Kim  
Entity Title: Not reported  
Affiliation Address: 6100 Sepulveda Blvd.  
Affiliation City: Culver City  
Affiliation State: CA  
Affiliation Country: United States  
Affiliation Zip: 90230  
Affiliation Phone: (310) 410-0490

Affiliation Type Desc: CUPA District  
Entity Name: Los Angeles County Fire  
Entity Title: Not reported  
Affiliation Address: 5825 Rickenbacker Road  
Affiliation City: Commerce  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 90040-3027  
Affiliation Phone: (323) 890-4045

Affiliation Type Desc: Document Preparer  
Entity Name: Robert Velasco  
Entity Title: Not reported  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported

Map ID  
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EPA ID Number

**MOBIL OIL SERVICE STATION (Continued)**

**S101583578**

Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact  
Entity Name: Yolanda Jones  
Entity Title: Not reported  
Affiliation Address: P.O. Box 52085, Attn: Environmental  
Affiliation City: Phoenix  
Affiliation State: AZ  
Affiliation Country: Not reported  
Affiliation Zip: 85072  
Affiliation Phone: Not reported

Affiliation Type Desc: Facility Mailing Address  
Entity Name: Mailing Address  
Entity Title: Not reported  
Affiliation Address: P.O. Box 52085, Attn: Environmental  
Affiliation City: Phoenix  
Affiliation State: AZ  
Affiliation Country: Not reported  
Affiliation Zip: 85072  
Affiliation Phone: Not reported

Affiliation Type Desc: UST Tank Owner  
Entity Name: Circle K Stores Inc.  
Entity Title: Not reported  
Affiliation Address: P.O. Box 52085, Attn: Environmental  
Affiliation City: Phoenix  
Affiliation State: AZ  
Affiliation Country: United States  
Affiliation Zip: 85072  
Affiliation Phone: (980) 875-1745

**M70**  
**NNE**  
**1/8-1/4**  
**0.160 mi.**  
**847 ft.**

**EXXONMOBIL OIL CORPORATION #11296**  
**6100 SEPULVEDA BLVD**  
**CULVER CITY, CA 90230**  
  
**Site 9 of 10 in cluster M**

**CA CERS HAZ WASTE**  
**CA HAZNET**  
**CA CERS**  
**CA HWTS**

**S113043630**  
**N/A**

**Relative:**  
**Higher**  
  
**Actual:**  
**40 ft.**

**CERS HAZ WASTE:**  
Name: PAREDES AUTO REPAIR  
Address: 6100 SEPULVEDA BLVD STE B  
City,State,Zip: CULVER CITY, CA 90230  
Site ID: 100239  
CERS ID: 10507735  
CERS Description: Hazardous Waste Generator

**HAZNET:**  
Name: EXXONMOBIL OIL CORPORATION #11296  
Address: 6100 SEPULVEDA BLVD  
Address 2: Not reported  
City,State,Zip: CULVER CITY, CA 902300000  
Contact: DALE VIATOR, ENV'T'L ADVISOR  
Telephone: 2816548470  
Mailing Name: Not reported  
Mailing Address: 16945 NORTHCHASE DRIVE ROOM 538

Map ID  
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MAP FINDINGS

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Database(s)

EDR ID Number  
EPA ID Number

**EXXONMOBIL OIL CORPORATION #11296 (Continued)**

**S113043630**

Year: 2004  
Gepaid: CAL000056270  
TSD EPA ID: CAD028409019  
CA Waste Code: 133 - Aqueous solution with total organic residues 10 percent or more  
Disposal Method: T01 - Treatment, Tank  
Tons: 0.27105

Year: 2003  
Gepaid: CAL000056270  
TSD EPA ID: CAD028409019  
CA Waste Code: 134 - Aqueous solution with total organic residues less than 10 percent  
Disposal Method: T01 - Treatment, Tank  
Tons: 0.231

Year: 2003  
Gepaid: CAL000056270  
TSD EPA ID: CAD028409019  
CA Waste Code: 223 - Unspecified oil-containing waste  
Disposal Method: T01 - Treatment, Tank  
Tons: 0.0417

Year: 2002  
Gepaid: CAL000056270  
TSD EPA ID: CAD028409019  
CA Waste Code: 223 - Unspecified oil-containing waste  
Disposal Method: T01 - Treatment, Tank  
Tons: 1.48869

Year: 2002  
Gepaid: CAL000056270  
TSD EPA ID: CAT080014079  
CA Waste Code: 352 - Other organic solids  
Disposal Method: H01 - Transfer Station  
Tons: 0.02

Year: 2002  
Gepaid: CAL000056270  
TSD EPA ID: CAD028409019  
CA Waste Code: 241 - Tank bottom waste  
Disposal Method: H01 - Transfer Station  
Tons: 0.6255

Year: 2001  
Gepaid: CAL000056270  
TSD EPA ID: CAD028409019  
CA Waste Code: 223 - Unspecified oil-containing waste  
Disposal Method: T01 - Treatment, Tank  
Tons: 5.55436

Year: 2001  
Gepaid: CAL000056270  
TSD EPA ID: CAT080014079  
CA Waste Code: 352 - Other organic solids  
Disposal Method: H01 - Transfer Station  
Tons: 0.0025

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**EXXONMOBIL OIL CORPORATION #11296 (Continued)**

**S113043630**

Year: 2000  
Gepaid: CAL000056270  
TSD EPA ID: CAD028409019  
CA Waste Code: 223 - Unspecified oil-containing waste  
Disposal Method: T01 - Treatment, Tank  
Tons: 0.025

Year: 1999  
Gepaid: CAL000056270  
TSD EPA ID: CAD028409019  
CA Waste Code: 223 - Unspecified oil-containing waste  
Disposal Method: T01 - Treatment, Tank  
Tons: 0.0249

[Click this hyperlink](#) while viewing on your computer to access  
1 additional CA HAZNET: record(s) in the EDR Site Report.

**Additional Info:**

Year: 1998  
Gen EPA ID: CAL000056270

Shipment Date: 19980302  
Creation Date: 5/8/1998 0:00:00  
Receipt Date: 19980303  
Manifest ID: 97378102  
Trans EPA ID: CAD045226370  
Trans Name: Not reported  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAD028409019  
Trans Name: Not reported  
TSDF Alt EPA ID: CAD028409019  
TSDF Alt Name: Not reported  
Waste Code Description: 223 - Unspecified oil-containing waste  
RCRA Code: D001  
Meth Code: T01 - Treatment, Tank  
Quantity Tons: 0.0458  
Waste Quantity: 11  
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: 2002  
Gen EPA ID: CAL000056270

Shipment Date: 20021105  
Creation Date: 2/13/2003 18:31:35  
Receipt Date: 20021115  
Manifest ID: 21876213  
Trans EPA ID: NJD080631369  
Trans Name: Not reported



Map ID  
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MAP FINDINGS

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Database(s)

EDR ID Number  
EPA ID Number

**EXXONMOBIL OIL CORPORATION #11296 (Continued)**

**S113043630**

Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	352 - Other organic solids
RCRA Code:	D018
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.02
Waste Quantity:	40
Quantity Unit:	P
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:	20020507
Creation Date:	7/19/2002 15:54:46
Receipt Date:	20020510
Manifest ID:	21027201
Trans EPA ID:	CAD045226370
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD028409019
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	223 - Unspecified oil-containing waste
RCRA Code:	D001
Meth Code:	T01 - Treatment, Tank
Quantity Tons:	0.06672
Waste Quantity:	16
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:	20020328
Creation Date:	7/10/2002 18:30:49
Receipt Date:	20020329
Manifest ID:	20831053
Trans EPA ID:	CAL922125668
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD028409019
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	241 - Tank bottom waste 251 Still bottoms with halogenated organics
RCRA Code:	D001
Meth Code:	H01 - Transfer Station

Map ID  
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MAP FINDINGS

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Database(s)

EDR ID Number  
EPA ID Number

**EXXONMOBIL OIL CORPORATION #11296 (Continued)**

**S113043630**

Quantity Tons:	0.6255
Waste Quantity:	150
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:	20020326
Creation Date:	7/29/2002 18:38:23
Receipt Date:	20020329
Manifest ID:	21251588
Trans EPA ID:	CAD045226370
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD028409019
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	223 - Unspecified oil-containing waste
RCRA Code:	D001
Meth Code:	T01 - Treatment, Tank
Quantity Tons:	0.19599
Waste Quantity:	47
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:	20020214
Creation Date:	7/29/2002 18:31:50
Receipt Date:	20020215
Manifest ID:	21251430
Trans EPA ID:	CAD045226370
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD028409019
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	223 - Unspecified oil-containing waste
RCRA Code:	D001
Meth Code:	T01 - Treatment, Tank
Quantity Tons:	1.22598
Waste Quantity:	294
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

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**EXXONMOBIL OIL CORPORATION #11296 (Continued)**

**S113043630**

Additional Info:

Year: 2000  
Gen EPA ID: CAL000056270  
  
Shipment Date: 20000324  
Creation Date: 5/23/2000 0:00:00  
Receipt Date: 20000327  
Manifest ID: 99883858  
Trans EPA ID: CAD045226370  
Trans Name: Not reported  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAD028409019  
Trans Name: Not reported  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 223 - Unspecified oil-containing waste  
RCRA Code: D001  
Meth Code: T01 - Treatment, Tank  
Quantity Tons: 0.025  
Waste Quantity: 6  
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: 2003  
Gen EPA ID: CAL000056270  
  
Shipment Date: 20031119  
Creation Date: 8/9/2004 8:46:56  
Receipt Date: 20031203  
Manifest ID: 22405013  
Trans EPA ID: CAD045226370  
Trans Name: TYREE ORG  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAD028409019  
Trans Name: CROSBY & OVERTON  
TSDF Alt EPA ID: CAD028409019  
TSDF Alt Name: Not reported  
Waste Code Description: 223 - Unspecified oil-containing waste  
RCRA Code: D001  
Meth Code: T01 - Treatment, Tank  
Quantity Tons: 0.00834  
Waste Quantity: 2  
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

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EDR ID Number  
EPA ID Number

**EXXONMOBIL OIL CORPORATION #11296 (Continued)**

**S113043630**

Shipment Date: 20031114  
Creation Date: 8/9/2004 8:48:13  
Receipt Date: 20031118  
Manifest ID: 22220429  
Trans EPA ID: CAD045226370  
Trans Name: TYREE ORG  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAD028409019  
Trans Name: CROSBY & OVERTON  
TSDF Alt EPA ID: CAD028409019  
TSDF Alt Name: Not reported  
Waste Code Description: 134 - Aqueous solution with <10% total organic residues  
RCRA Code: Not reported  
Meth Code: T01 - Treatment, Tank  
Quantity Tons: 0.231  
Waste Quantity: 55  
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: 20030402  
Creation Date: 7/12/2003 18:31:23  
Receipt Date: 20030410  
Manifest ID: 22226314  
Trans EPA ID: CAD045226370  
Trans Name: Not reported  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAD028409019  
Trans Name: Not reported  
TSDF Alt EPA ID: CAD028409019  
TSDF Alt Name: Not reported  
Waste Code Description: 223 - Unspecified oil-containing waste  
RCRA Code: D001  
Meth Code: T01 - Treatment, Tank  
Quantity Tons: 0.03336  
Waste Quantity: 8  
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: 1999  
Gen EPA ID: CAL000056270

Shipment Date: 19990422  
Creation Date: 5/27/1999 0:00:00  
Receipt Date: 19990426  
Manifest ID: 99248808  
Trans EPA ID: CAD045226370

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**EXXONMOBIL OIL CORPORATION #11296 (Continued)**

**S113043630**

Trans Name: Not reported  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDf EPA ID: CAD028409019  
Trans Name: Not reported  
TSDf Alt EPA ID: CAD028409019  
TSDf Alt Name: Not reported  
Waste Code Description: 223 - Unspecified oil-containing waste  
RCRA Code: D001  
Meth Code: T01 - Treatment, Tank  
Quantity Tons: 0.0166  
Waste Quantity: 4  
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: 19990318  
Creation Date: 5/17/1999 0:00:00  
Receipt Date: 19990324  
Manifest ID: 98788312  
Trans EPA ID: CAD045226370  
Trans Name: Not reported  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDf EPA ID: CAD028409019  
Trans Name: Not reported  
TSDf Alt EPA ID: CAD028409019  
TSDf Alt Name: Not reported  
Waste Code Description: 223 - Unspecified oil-containing waste  
RCRA Code: D001  
Meth Code: T01 - Treatment, Tank  
Quantity Tons: 0.0083  
Waste Quantity: 2  
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: 2004  
Gen EPA ID: CAL000056270

Shipment Date: 20041201  
Creation Date: 3/17/2005 18:34:39  
Receipt Date: 20041208  
Manifest ID: 24050936  
Trans EPA ID: CAD045226370  
Trans Name: TYREE ORG  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDf EPA ID: CAD028409019  
Trans Name: CROSBY & OVERTON

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**EXXONMOBIL OIL CORPORATION #11296 (Continued)**

**S113043630**

TSDF Alt EPA ID: CAD028409019  
TSDF Alt Name: Not reported  
Waste Code Description: 133 - Aqueous solution with 10% or more total organic residues  
RCRA Code: Not reported  
Meth Code: T01 - Treatment, Tank  
Quantity Tons: 0.22935  
Waste Quantity: 55  
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: 20041201  
Creation Date: 3/17/2005 18:34:39  
Receipt Date: 20041208  
Manifest ID: 24050936  
Trans EPA ID: CAD045226370  
Trans Name: TYREE ORG  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAD028409019  
Trans Name: CROSBY & OVERTON  
TSDF Alt EPA ID: CAD028409019  
TSDF Alt Name: Not reported  
Waste Code Description: 133 - Aqueous solution with 10% or more total organic residues  
RCRA Code: Not reported  
Meth Code: T01 - Treatment, Tank  
Quantity Tons: 0.0417  
Waste Quantity: 10  
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: 2001  
Gen EPA ID: CAL000056270

Shipment Date: 20011113  
Creation Date: 2/13/2002 0:00:00  
Receipt Date: 20011113  
Manifest ID: 21252247  
Trans EPA ID: CAD045226370  
Trans Name: Not reported  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAD028409019  
Trans Name: Not reported  
TSDF Alt EPA ID: CAD028409019  
TSDF Alt Name: Not reported  
Waste Code Description: 223 - Unspecified oil-containing waste  
RCRA Code: D001  
Meth Code: T01 - Treatment, Tank

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**EXXONMOBIL OIL CORPORATION #11296 (Continued)**

**S113043630**

Quantity Tons:	5.4877
Waste Quantity:	1316
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:	20010824
Creation Date:	11/1/2001 0:00:00
Receipt Date:	20010905
Manifest ID:	20730049
Trans EPA ID:	NJD080631369
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT080014079
TSDF Alt Name:	Not reported
Waste Code Description:	352 - Other organic solids
RCRA Code:	D018
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0025
Waste Quantity:	5
Quantity Unit:	P
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:	20010810
Creation Date:	10/3/2001 0:00:00
Receipt Date:	20010815
Manifest ID:	20472384
Trans EPA ID:	CAD045226370
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD028409019
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD028409019
TSDF Alt Name:	Not reported
Waste Code Description:	223 - Unspecified oil-containing waste
RCRA Code:	D001
Meth Code:	T01 - Treatment, Tank
Quantity Tons:	0.0333
Waste Quantity:	8
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



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**EXXONMOBIL OIL CORPORATION #11296 (Continued)**

**S113043630**

Shipment Date: 20010402  
Creation Date: 6/28/2003 18:31:06  
Receipt Date: Not reported  
Manifest ID: 22226314  
Trans EPA ID: CAD045226370  
Trans Name: Not reported  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAD028409019  
Trans Name: Not reported  
TSDF Alt EPA ID: CAD028409019  
TSDF Alt Name: Not reported  
Waste Code Description: 223 - Unspecified oil-containing waste  
RCRA Code: D001  
Meth Code: T01 - Treatment, Tank  
Quantity Tons: 0.03336  
Waste Quantity: 8  
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

**CERS:**

Name: PAREDES AUTO REPAIR  
Address: 6100 SEPULVEDA BLVD STE B  
City,State,Zip: CULVER CITY, CA 90230  
Site ID: 100239  
CERS ID: 10507735  
CERS Description: Chemical Storage Facilities

**Violations:**

Site ID: 100239  
Site Name: Paredes Auto Repair  
Violation Date: 02-18-2014  
Citation: 22 CCR 16 66266.130 - California Code of Regulations, Title 22, Chapter 16, Section(s) 66266.130  
Violation Description: Failure to properly handle, manage, label, and recycle used oil and fuel filters.  
Violation Notes: Not reported  
Violation Division: Los Angeles County Fire Department  
Violation Program: HW  
Violation Source: CERS

Site ID: 100239  
Site Name: Paredes Auto Repair  
Violation Date: 05-16-2014  
Citation: HSC 6.67 Multiple - California Health and Safety Code, Chapter 6.67, Section(s) Multiple  
Violation Description: Haz Waste Generator Program - Administration/Documentation - General  
Violation Notes: Returned to compliance on 09/08/2014. OBSERVATION: Observed soiled shop towels. CORRECTIVE ACTION: Provide receipts for soiled shop towels.  
Violation Division: Los Angeles County Fire Department  
Violation Program: HW  
Violation Source: CERS

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**EXXONMOBIL OIL CORPORATION #11296 (Continued)**

**S113043630**

Site ID: 100239  
Site Name: Paredes Auto Repair  
Violation Date: 05-16-2014  
Citation: 22 CCR 16 66266.130 - California Code of Regulations, Title 22, Chapter 16, Section(s) 66266.130  
Violation Description: Failure to properly handle, manage, label, and recycle used oil and fuel filters.  
Violation Notes: Returned to compliance on 09/08/2014. OBSERVATION: Generator failed to properly handle, manage, label, and/or recycle used oil and fuel filters. No receipts were provided. CORRECTIVE ACTION: Owner/Operator shall immediately comply with the Title 22 regulations with regards to the proper handling, management, labeling and recycling of used oil and fuel filters. Verify compliance with the CUPA within 30 days.  
Violation Division: Los Angeles County Fire Department  
Violation Program: HW  
Violation Source: CERS

**Evaluation:**

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 01-27-2016  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: PEDRO PAREDES  
Eval Division: Los Angeles County Fire Department  
Eval Program: HW  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 02-18-2014  
Violations Found: Yes  
Eval Type: Routine done by local agency  
Eval Notes: Inspected by Magdalena Ordonez.  
Eval Division: Los Angeles County Fire Department  
Eval Program: HW  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 05-16-2014  
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

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 02-18-2014  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Not reported  
Eval Division: Los Angeles County Fire Department  
Eval Program: HW  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 05-16-2019  
Violations Found: No

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**EXXONMOBIL OIL CORPORATION #11296 (Continued)**

**S113043630**

Eval Type: Routine done by local agency  
Eval Notes: Ray Paredes  
Eval Division: Los Angeles County Fire Department  
Eval Program: HW  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 07-26-2017  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Inspected by: J.Luna Consent by: Pedro Paredes  
Eval Division: Culver City Fire Department  
Eval Program: HMRRP  
Eval Source: CERS

Eval General Type: Other/Unknown  
Eval Date: 09-08-2014  
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

**Affiliation:**

Affiliation Type Desc: Document Preparer  
Entity Name: Patricia Kelly-Paredes  
Entity Title: Not reported  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer  
Entity Name: Patricia Kelly-Paredes  
Entity Title: CFO  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner  
Entity Name: P PAREDES  
Entity Title: Not reported  
Affiliation Address: PO BOX 642025  
Affiliation City: LOS ANGELES  
Affiliation State: CA  
Affiliation Country: United States  
Affiliation Zip: 90064  
Affiliation Phone: (310) 558-0743

Affiliation Type Desc: CUPA District  
Entity Name: Los Angeles County Fire

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**EXXONMOBIL OIL CORPORATION #11296 (Continued)**

**S113043630**

Entity Title: Not reported  
Affiliation Address: 5825 Rickenbacker Road  
Affiliation City: Commerce  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 90040-3027  
Affiliation Phone: (323) 890-4045

Affiliation Type Desc: Facility Mailing Address  
Entity Name: Mailing Address  
Entity Title: Not reported  
Affiliation Address: PO BOX 642025  
Affiliation City: LOS ANGELES  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 90064  
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact  
Entity Name: LUKE PAREDES  
Entity Title: Not reported  
Affiliation Address: PO BOX 642025  
Affiliation City: LOS ANGELES  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 90064  
Affiliation Phone: Not reported

Affiliation Type Desc: Operator  
Entity Name: PAREDES AUTO REPAIR  
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) 558-0743

Affiliation Type Desc: Parent Corporation  
Entity Name: PAREDES AUTO REPAIR  
Entity Title: Not reported  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

**HWTS:**

Name: EXXONMOBIL OIL CORPORATION #11296  
Address: 6100 SEPULVEDA BLVD  
Address 2: Not reported  
City,State,Zip: CULVER CITY, CA 902300000  
EPA ID: CAL000056270  
Inactive Date: 12/08/2005  
Create Date: 07/20/1994

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**EXXONMOBIL OIL CORPORATION #11296 (Continued)**

**S113043630**

Last Act Date: 08/19/2008  
Mailing Name: Not reported  
Mailing Address: 16945 NORTHCHASE DRIVE ROOM 538  
Mailing Address 2: Not reported  
Mailing City,State,Zip: HOUSTON, TX 770600000  
Owner Name: EXXONMOBIL OIL CORPORATION  
Owner Address: 3225 GALLOWS ROAD  
Owner Address 2: Not reported  
Owner City,State,Zip: FAIRFAX, VA 220370002  
Contact Name: DALE VIATOR, ENVT'L ADVISOR  
Contact Address: 16945 NORTHCHASE DRIVE ROOM 538  
Contact Address 2: Not reported  
City,State,Zip: HOUSTON, TX 770600000

**NAICS:**

EPA ID: CAL000056270  
Create Date: 2002-03-14 16:36:27  
NAICS Code: 44719  
NAICS Description: Other Gasoline Stations  
Issued EPA ID Date: 1994-07-20 00:00:00  
Inactive Date: 2005-12-08 00:00:00  
Facility Name: EXXONMOBIL OIL CORPORATION #11296  
Facility Address: 6100 SEPULVEDA BLVD  
Facility Address 2: Not reported  
Facility City: CULVER CITY  
Facility County: 19  
Facility State: CA  
Facility Zip: 902300000

**M71** **MOBIL OIL CORP S/S #18-LKA**  
**NNE** **6100 SEPULVEDA BLVD**  
**1/8-1/4** **CULVER CITY, CA 90230**  
**0.160 mi.**  
**847 ft.** **Site 10 of 10 in cluster M**

**CA UST** **U003940691**  
**N/A**

**Relative:** **UST:**  
**Higher** Name: MOBIL OIL CORP S/S #18-LKA  
Address: 6100 SEPULVEDA BLVD  
City,State,Zip: CULVER CITY, CA 90230  
Facility ID: 7139  
Permitting Agency: LOS ANGELES COUNTY  
Latitude: 33.9845378  
Longitude: -118.3927925

**L72** **CHP FACILITY**  
**East** **6300 BRISTOL PARKWAY**  
**1/8-1/4** **CULVER CITY, CA 90232**  
**0.169 mi.**  
**890 ft.** **Site 2 of 6 in cluster L**

**CA CERS HAZ WASTE** **S101587251**  
**CA SWEEPS UST** **N/A**  
**CA FID UST**  
**CA CERS TANKS**  
**CA CERS**

**Relative:** **CERS HAZ WASTE:**  
**Higher** Name: CA HIGHWAY PATROLWEST LOS ANGELES  
Address: 6300 BRISTOL PKWY  
City,State,Zip: CULVER CITY, CA 90230  
Site ID: 388874  
CERS ID: 10301806

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CHP FACILITY (Continued)**

**S101587251**

CERS Description: Hazardous Waste Generator

**SWEEPS UST:**

Name: CHP FACILITY  
Address: 6300 BRISTOL PARKWAY  
City: CULVER CITY  
Status: Active  
Comp Number: 16269  
Number: 9  
Board Of Equalization: Not reported  
Referral Date: 07-01-91  
Action Date: 07-01-91  
Created Date: 07-01-91  
Owner Tank Id: 1  
SWRCB Tank Id: 19-000-016269-000001  
Tank Status: A  
Capacity: 12000  
Active Date: 07-01-91  
Tank Use: M.V. FUEL  
STG: P  
Content: REG UNLEADED  
Number Of Tanks: 1

**CA FID UST:**

Facility ID: 19055152  
Regulated By: UTNKA  
Regulated ID: Not reported  
Cortese Code: Not reported  
SIC Code: Not reported  
Facility Phone: Not reported  
Mail To: Not reported  
Mailing Address: 8242 W THIRD ST  
Mailing Address 2: Not reported  
Mailing City,St,Zip: CULVER CITY 90232  
Contact: Not reported  
Contact Phone: Not reported  
DUNs Number: Not reported  
NPDES Number: Not reported  
EPA ID: Not reported  
Comments: Not reported  
Status: Active

**CERS TANKS:**

Name: CA HIGHWAY PATROLWEST LOS ANGELES  
Address: 6300 BRISTOL PKWY  
City,State,Zip: CULVER CITY, CA 90230  
Site ID: 388874  
CERS ID: 10301806  
CERS Description: Aboveground Petroleum Storage

**CERS:**

Name: CA HIGHWAY PATROLWEST LOS ANGELES  
Address: 6300 BRISTOL PKWY  
City,State,Zip: CULVER CITY, CA 90230  
Site ID: 388874

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CHP FACILITY (Continued)**

**S101587251**

CERS ID: 10301806  
CERS Description: Chemical Storage Facilities

Violations:

Site ID: 388874  
Site Name: CA HIGHWAY PATROL West Los Angeles  
Violation Date: 06-19-2014  
Citation: HSC 6.95 25504(a) - California Health and Safety Code, Chapter 6.95, Section(s) 25504(a)  
Violation Description: Failure to complete and/or submit hazardous material inventory forms for all reportable hazardous materials on site.  
Violation Notes: Returned to compliance on 03/19/2015. Please submit chemical inventory to CERS  
Violation Division: Culver City Fire Department  
Violation Program: HMRRP  
Violation Source: CERS

Site ID: 388874  
Site Name: CA HIGHWAY PATROL West Los Angeles  
Violation Date: 06-19-2014  
Citation: 19 CCR 4 2729.2(a)(3) - California Code of Regulations, Title 19, Chapter 4, Section(s) 2729.2(a)(3)  
Violation Description: Failure to complete and/or submit an annotated site map if required by CUPA.  
Violation Notes: Returned to compliance on 03/19/2015. Please submit a site map showing location of above ground storage tank to CERS  
Violation Division: Culver City Fire Department  
Violation Program: HMRRP  
Violation Source: CERS

Evaluation:

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 06-19-2014  
Violations Found: Yes  
Eval Type: Routine done by local agency  
Eval Notes: Inspectors: J. Luna, T. Mac Tavish Consent: Kevin Kurker  
Eval Division: Culver City Fire Department  
Eval Program: HMRRP  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 11-20-2017  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Matt Petrella, Sergeant  
Eval Division: Los Angeles County Fire Department  
Eval Program: HW  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 11-20-2017  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Matt Petrella, Sergeant  
Eval Division: Los Angeles County Fire Department  
Eval Program: APSA  
Eval Source: CERS



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CHP FACILITY (Continued)**

**S101587251**

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 10-25-2017  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Inspected by: J.Luna Consent by: Sergeant Ray Abramian  
Eval Division: Culver City Fire Department  
Eval Program: HMRRP  
Eval Source: CERS

**Coordinates:**

Site ID: 388874  
Facility Name: CA HIGHWAY PATROL West Los Angeles  
Env Int Type Code: HMBP  
Program ID: 10301806  
Coord Name: Not reported  
Ref Point Type Desc: Center of a facility or station.  
Latitude: 33.980430  
Longitude: -118.391780

**Affiliation:**

Affiliation Type Desc: Environmental Contact  
Entity Name: Karen Mejia  
Entity Title: Not reported  
Affiliation Address: PO BOX 942898  
Affiliation City: Sacramento  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 94298-0001  
Affiliation Phone: Not reported

Affiliation Type Desc: Facility Mailing Address  
Entity Name: Mailing Address  
Entity Title: Not reported  
Affiliation Address: 6300 BRISTOL PARKWAY  
Affiliation City: CULVER CITY  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 90230  
Affiliation Phone: Not reported

Affiliation Type Desc: Operator  
Entity Name: Captain Douglas Young #565 West Los Angeles  
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) 642-3939

Affiliation Type Desc: CUPA District  
Entity Name: Los Angeles County Fire  
Entity Title: Not reported  
Affiliation Address: 5825 Rickenbacker Road  
Affiliation City: Commerce  
Affiliation State: CA

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CHP FACILITY (Continued)**

**S101587251**

Affiliation Country: Not reported  
Affiliation Zip: 90040-3027  
Affiliation Phone: (323) 890-4045

Affiliation Type Desc: Document Preparer  
Entity Name: Karen Mejia  
Entity Title: Not reported  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner  
Entity Name: California Highway Patrol  
Entity Title: Not reported  
Affiliation Address: PO BOX 942898  
Affiliation City: SACRAMENTO  
Affiliation State: CA  
Affiliation Country: United States  
Affiliation Zip: 94298-0001  
Affiliation Phone: (916) 843-3800

Affiliation Type Desc: Parent Corporation  
Entity Name: Department of California Highway Patrol  
Entity Title: Not reported  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer  
Entity Name: Karen Mejia  
Entity Title: ABMA, Facilities Section  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

**L73**  
**East**  
**1/8-1/4**  
**0.169 mi.**  
**890 ft.**

**CALIFORNIA HIGHWAY PATROL**  
**6300 BRISTOL PKY**  
**CULVER CITY, CA 90230**  
**Site 3 of 6 in cluster L**

**CA UST** **U004049212**  
**N/A**

**Relative:**  
**Higher**

UST:  
Name: CALIFORNIA HIGHWAY PATROL  
Address: 6300 BRISTOL PKY  
City,State,Zip: CULVER CITY, CA 90230  
Facility ID: 16269  
Permitting Agency: LOS ANGELES COUNTY  
Latitude: 33.982457

**Actual:**  
**40 ft.**

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CALIFORNIA HIGHWAY PATROL (Continued)**

**U004049212**

Longitude: -118.390346

**L74**  
**East**  
**1/8-1/4**  
**0.169 mi.**  
**890 ft.**

**CALIFORNIA HIGHWAY PATROL #565 WEST LOS ANGELES**  
**6300 BRISTOL PKWY**  
**CULVER CITY, CA 90230**

**RCRA NonGen / NLR**

**1024788506**  
**CAL000046149**

**Site 4 of 6 in cluster L**

**Relative:**  
**Higher**  
**Actual:**  
**40 ft.**

RCRA NonGen / NLR:  
Date form received by agency: 1991-02-15 00:00:00.0  
Facility name: CALIFORNIA HIGHWAY PATROL #565 WEST LOS ANGELES  
Facility address: 6300 BRISTOL PKWY  
CULVER CITY, CA 90230-0000  
EPA ID: CAL000046149  
Mailing address: PO BOX 942898  
601 N 7TH ST  
SACRAMENTO, CA 94298-0001  
Contact: BETH DEPAOLA  
Contact address: PO BOX 942898 601 N 7TH ST  
SACRAMENTO, CA 94298-0001  
Contact country: Not reported  
Contact telephone: 916-843-3817  
Contact email: EDEPAOLA@CHP.CA.GOV  
EPA Region: 09  
Classification: Non-Generator  
Description: Handler: Non-Generators do not presently generate hazardous waste

**Owner/Operator Summary:**

Owner/operator name: BETH DEPAOLA  
Owner/operator address: PO BOX 942898 601 N 7TH ST  
SACRAMENTO, CA 94298  
Owner/operator country: Not reported  
Owner/operator telephone: 916-843-3817  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported  
Owner/operator name: CALIFORNIA HIGHWAY PATROL  
Owner/operator address: PO BOX 942898 601 N 7TH ST  
SACRAMENTO, CA 94298  
Owner/operator country: Not reported  
Owner/operator telephone: 916-843-3800  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

**Handler Activities Summary:**

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CALIFORNIA HIGHWAY PATROL #565 WEST LOS ANGELES (Continued)**

**1024788506**

Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Violation Status: No violations found

**N75  
SE  
1/8-1/4  
0.191 mi.  
1006 ft.**

**PLATINUM CARE LA  
6801 PARK TERRACE DRIVE STE 330  
LOS ANGELES, CA 90045**

**RCRA NonGen / NLR**

**1024864100  
CAL000432657**

**Site 1 of 2 in cluster N**

**Relative:  
Higher**

RCRA NonGen / NLR:

**Actual:  
35 ft.**

Date form received by agency: 2017-12-18 00:00:00.0  
Facility name: PLATINUM CARE LA  
Facility address: 6801 PARK TERRACE DRIVE STE 330  
4TH FLOOR  
LOS ANGELES, CA 90045  
EPA ID: CAL000432657  
Mailing address: 8436 W 3RD ST STE 601  
LOS ANGELES, CA 90048  
Contact: VERONICA VRANI  
Contact address: 8436 W 3RD ST STE 601  
LOS ANGELES, CA 90048  
Contact country: Not reported  
Contact telephone: 323-337-3445  
Contact email: VVIANI@PLATIMUNCARELA.COM  
EPA Region: 09  
Classification: Non-Generator  
Description: Handler: Non-Generators do not presently generate hazardous waste

**Owner/Operator Summary:**

Owner/operator name: DR VINAY AGGARWAL  
Owner/operator address: 8436 W 3RD ST STE 601  
LOS ANGELES, CA 90048  
Owner/operator country: Not reported  
Owner/operator telephone: 310-295-2255  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Owner/operator name: VERONICA VRANI  
Owner/operator address: 8436 W 3RD ST STE 601  
LOS ANGELES, CA 90048

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**PLATINUM CARE LA (Continued)**

**1024864100**

Owner/operator country: Not reported  
Owner/operator telephone: 323-337-3445  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

**Handler Activities Summary:**

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
Used oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Violation Status: No violations found

**N76  
SE  
1/8-1/4  
0.191 mi.  
1006 ft.**

**KERLAN JOBE ORTHOPAEDIC CLINIC INC  
6801 PARK TERRACE DR 4TH FLOOR  
LOS ANGELES, CA 90045**

**RCRA NonGen / NLR**

**1024794223  
CAL000146867**

**Site 2 of 2 in cluster N**

**Relative:  
Higher  
Actual:  
35 ft.**

RCRA NonGen / NLR:  
Date form received by agency: 1998-03-17 00:00:00  
Facility name: KERLAN JOBE ORTHOPAEDIC CLINIC INC  
Facility address: 6801 PARK TERRACE DR 4TH FLOOR  
LOS ANGELES, CA 90045-0000  
EPA ID: CAL000146867  
Mailing address: 6801 PARK TERRACE STE 500  
LOS ANGELES, CA 90045-0000  
Contact: ALEX BOSNOYAN  
Contact address: 6801 PARK TERRACE STE 500  
LOS ANGELES, CA 90045  
Contact country: Not reported  
Contact telephone: 310-665-7235  
Contact email: ALEXB@SMOG-ORTHO.NET  
EPA Region: 09  
Classification: Non-Generator  
Description: Handler: Non-Generators do not presently generate hazardous waste

**Owner/Operator Summary:**

Owner/operator name: ALEX BOSNOYAN  
Owner/operator address: 6801 PARK TERRACE STE 500  
LOS ANGELES, CA 90045  
Owner/operator country: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**KERLAN JOBE ORTHOPAEDIC CLINIC INC (Continued)**

**1024794223**

Owner/operator telephone: 310-665-7235  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Owner/operator name: KERLAN JOBE ORTHOPAEDIC CLINIC INC  
Owner/operator address: 6801 PARK TERRACE STE 500  
LOS ANGELES, CA 90045

Owner/operator country: Not reported  
Owner/operator telephone: 310-665-7200  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

**Handler Activities Summary:**

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
Used oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Violation Status: No violations found

**L77**  
**ENE**  
**1/8-1/4**  
**0.193 mi.**  
**1021 ft.**

**CVS PHARMACY #9573**  
**6299 BRISTOL PKWY**  
**CULVER CITY, CA 90230**

**CA CERS HAZ WASTE** **S123536625**  
**N/A**

**Site 5 of 6 in cluster L**

**Relative:**  
**Higher**  
**Actual:**  
**48 ft.**

CERS HAZ WASTE:  
Name: CVS PHARMACY #9573  
Address: 6299 BRISTOL PKWY  
City,State,Zip: CULVER CITY, CA 90230  
Site ID: 109584  
CERS ID: 10301791  
CERS Description: Hazardous Waste Generator

**Evaluation:**

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 08-21-2014  
Violations Found: No

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CVS PHARMACY #9573 (Continued)**

**S123536625**

Eval Type: Routine done by local agency  
Eval Notes: Inspector: T. Mac Tavish Consent: Matt Porter  
Eval Division: Culver City Fire Department  
Eval Program: HMRRP  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 09-06-2017  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Inspected by: J.Luna Consent by: Rubi Gutierrez  
Eval Division: Culver City Fire Department  
Eval Program: HMRRP  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 10-28-2016  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Rubi Gutierrez  
Eval Division: Los Angeles County Fire Department  
Eval Program: HWLQG  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 08-01-2019  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Jay Simmons, Store Manager  
Eval Division: Los Angeles County Fire Department  
Eval Program: HWLQG  
Eval Source: CERS

Coordinates:  
Site ID: 109584  
Facility Name: CVS PHARMACY #9573  
Env Int Type Code: HWG  
Program ID: 10301791  
Coord Name: Not reported  
Ref Point Type Desc: Center of a facility or station.  
Latitude: 33.982370  
Longitude: -118.391470

Affiliation:  
Affiliation Type Desc: Facility Mailing Address  
Entity Name: Mailing Address  
Entity Title: Not reported  
Affiliation Address: CVS Health, Attn: Dianne E. Durand, Licensing One CVS Drive G MC 1160  
Affiliation City: Woonsocket  
Affiliation State: RI  
Affiliation Country: Not reported  
Affiliation Zip: 02895  
Affiliation Phone: Not reported

Affiliation Type Desc: Operator  
Entity Name: Garfield Beach CVS, L.L.C.



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CVS PHARMACY #9573 (Continued)**

**S123536625**

Entity Title: Not reported  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: (401) 765-1500

Affiliation Type Desc: Document Preparer  
Entity Name: John Koning, Agent for Garfield Beach CVS, L.L.C.  
Entity Title: Not reported  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact  
Entity Name: Verisk 3E, Regulatory Services/CVS  
Entity Title: Not reported  
Affiliation Address: 3207 Grey Hawk Court, Suite 200  
Affiliation City: Carlsbad  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 92010  
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer  
Entity Name: John Koning, Agent for Garfield Beach CVS, L.L.C.  
Entity Title: Regulatory Compliance Specialist, Verisk 3E  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner  
Entity Name: Garfield Beach CVS, L.L.C.  
Entity Title: Not reported  
Affiliation Address: 1 CVS Drive-23062A  
Affiliation City: Woonsocket  
Affiliation State: RI  
Affiliation Country: United States  
Affiliation Zip: 02895  
Affiliation Phone: (401) 765-1500

Affiliation Type Desc: Property Owner  
Entity Name: Fox Hills Plaza  
Entity Title: Not reported  
Affiliation Address: 6221-6299 Bristol Parkway  
Affiliation City: Culver City  
Affiliation State: CA  
Affiliation Country: United States  
Affiliation Zip: 90230  
Affiliation Phone: (310) 575-1517

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CVS PHARMACY #9573 (Continued)**

**S123536625**

Affiliation Type Desc: CUPA District  
Entity Name: Los Angeles County Fire  
Entity Title: Not reported  
Affiliation Address: 5825 Rickenbacker Road  
Affiliation City: Commerce  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 90040-3027  
Affiliation Phone: (323) 890-4045

Affiliation Type Desc: Parent Corporation  
Entity Name: CVS Health  
Entity Title: Not reported  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Name: CVS PHARMACY #9573  
Address: 6299 BRISTOL PKWY  
City,State,Zip: CULVER CITY, CA 90230  
Site ID: 109584  
CERS ID: 10301791  
CERS Description: RCRA LQ HW Generator

Evaluation:  
Eval General Type: Compliance Evaluation Inspection  
Eval Date: 08-21-2014  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Inspector: T. Mac Tavish Consent: Matt Porter  
Eval Division: Culver City Fire Department  
Eval Program: HMRRP  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 09-06-2017  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Inspected by: J.Luna Consent by: Rubi Gutierrez  
Eval Division: Culver City Fire Department  
Eval Program: HMRRP  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 10-28-2016  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Rubi Gutierrez  
Eval Division: Los Angeles County Fire Department  
Eval Program: HWLQG  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 08-01-2019

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CVS PHARMACY #9573 (Continued)**

**S123536625**

Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Jay Simmons, Store Manager  
Eval Division: Los Angeles County Fire Department  
Eval Program: HWLQG  
Eval Source: CERS

Coordinates:  
Site ID: 109584  
Facility Name: CVS PHARMACY #9573  
Env Int Type Code: HWG  
Program ID: 10301791  
Coord Name: Not reported  
Ref Point Type Desc: Center of a facility or station.  
Latitude: 33.982370  
Longitude: -118.391470

Affiliation:  
Affiliation Type Desc: Facility Mailing Address  
Entity Name: Mailing Address  
Entity Title: Not reported  
Affiliation Address: CVS Health, Attn: Dianne E. Durand, Licensing One CVS Drive G MC 1160  
Affiliation City: Woonsocket  
Affiliation State: RI  
Affiliation Country: Not reported  
Affiliation Zip: 02895  
Affiliation Phone: Not reported

Affiliation Type Desc: Operator  
Entity Name: Garfield Beach CVS, L.L.C.  
Entity Title: Not reported  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: (401) 765-1500

Affiliation Type Desc: Document Preparer  
Entity Name: John Koning, Agent for Garfield Beach CVS, L.L.C.  
Entity Title: Not reported  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact  
Entity Name: Verisk 3E, Regulatory Services/CVS  
Entity Title: Not reported  
Affiliation Address: 3207 Grey Hawk Court, Suite 200  
Affiliation City: Carlsbad  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 92010

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CVS PHARMACY #9573 (Continued)**

**S123536625**

Affiliation Phone:	Not reported
Affiliation Type Desc:	Identification Signer
Entity Name:	John Koning, Agent for Garfield Beach CVS, L.L.C.
Entity Title:	Regulatory Compliance Specialist, Verisk 3E
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Legal Owner
Entity Name:	Garfield Beach CVS, L.L.C.
Entity Title:	Not reported
Affiliation Address:	1 CVS Drive-23062A
Affiliation City:	Woonsocket
Affiliation State:	RI
Affiliation Country:	United States
Affiliation Zip:	02895
Affiliation Phone:	(401) 765-1500
Affiliation Type Desc:	Property Owner
Entity Name:	Fox Hills Plaza
Entity Title:	Not reported
Affiliation Address:	6221-6299 Bristol Parkway
Affiliation City:	Culver City
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90230
Affiliation Phone:	(310) 575-1517
Affiliation Type Desc:	CUPA District
Entity Name:	Los Angeles County Fire
Entity Title:	Not reported
Affiliation Address:	5825 Rickenbacker Road
Affiliation City:	Commerce
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90040-3027
Affiliation Phone:	(323) 890-4045
Affiliation Type Desc:	Parent Corporation
Entity Name:	CVS Health
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

EDR ID Number  
EPA ID Number

L78  
ENE  
1/8-1/4  
0.193 mi.  
1021 ft.

CVS PHARMACY # 9573  
6299 SOUTH BRISTOL PARKWAY  
CULVER CITY, CA 90230

RCRA-LQG 1016140103  
CAR000237164

Site 6 of 6 in cluster L

Relative:  
Higher

Actual:  
48 ft.

RCRA-LQG:

Date form received by agency: 2018-03-01 00:00:00.0

Facility name: CVS PHARMACY # 9573

Facility address: 6299 SOUTH BRISTOL PARKWAY  
CULVER CITY, CA 90230

EPA ID: CAR000237164

Mailing address: CVS DRIVE MC2340  
CA90230 CA037US 1  
WOONSOCKET, RI 02895

Contact: NICOLE WILKINSON

Contact address: CVS DRIVE  
WOONSOCKET, RI 02895

Contact country: US

Contact telephone: 401-770-7132

Contact email: NICOLE.WILKINSON@CVSHEALTH.COM

EPA Region: 09

Land type: Private

Classification: Large Quantity Generator

Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name: GARFIELD BEACH CVS, L.L.C.

Owner/operator address: CVS DRIVE  
WOONSOCKET, RI 02895

Owner/operator country: US

Owner/operator telephone: 401-765-1500

Owner/operator email: CORPORATEENVIRONMENTALTEAM@CVSHEALTH.COM

Owner/operator fax: Not reported

Owner/operator extension: Not reported

Legal status: Private

Owner/Operator Type: Operator

Owner/Op start date: 2006-06-02 00:00:00.

Owner/Op end date: Not reported

Owner/operator name: LEEDS & STRAUSS ENTERPRISES

Owner/operator address: HIGHLAND DR STE 200  
SOLANA BEACH, CA 92075

Owner/operator country: US

Owner/operator telephone: 310-575-1517

Owner/operator email: NICOLE.WILKINSON@CVSHEALTH.COM

Owner/operator fax: Not reported

Owner/operator extension: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CVS PHARMACY # 9573 (Continued)**

**1016140103**

Legal status: Private  
Owner/Operator Type: Owner  
Owner/Op start date: 1994-05-15 00:00:00.  
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Historical Generators:

Date form received by agency: 2014-03-25 00:00:00.0  
Site name: CVS PHARMACY #9573  
Classification: Large Quantity Generator

Date form received by agency: 2013-03-27 00:00:00.0  
Site name: CVS PHARMACY NO 9573  
Classification: Large Quantity Generator

Hazardous Waste Summary:

. Waste code: 122  
. Waste name: Alkaline solution without metals (pH > 12.5)  
  
. Waste code: 141  
. Waste name: Off-specification, aged, or surplus inorganics  
  
. Waste code: 214  
. Waste name: Unspecified solvent mixture  
  
. Waste code: 311  
. Waste name: Pharmaceutical waste  
  
. Waste code: 331  
. Waste name: Off-specification, aged, or surplus organics  
  
. Waste code: D001  
. Waste name: IGNITABLE WASTE  
  
. Waste code: D002  
. Waste name: CORROSIVE WASTE  
  
. Waste code: D004  
. Waste name: ARSENIC

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CVS PHARMACY # 9573 (Continued)**

**1016140103**

. Waste code:	D005
. Waste name:	BARIUM
. Waste code:	D006
. Waste name:	CADMIUM
. Waste code:	D007
. Waste name:	CHROMIUM
. Waste code:	D008
. Waste name:	LEAD
. Waste code:	D009
. Waste name:	MERCURY
. Waste code:	D010
. Waste name:	SELENIUM
. Waste code:	D011
. Waste name:	SILVER
. Waste code:	D016
. Waste name:	2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)
. Waste code:	D018
. Waste name:	BENZENE
. Waste code:	D024
. Waste name:	M-CRESOL
. Waste code:	D027
. Waste name:	1,4-DICHLOROBENZENE
. Waste code:	D035
. Waste name:	METHYL ETHYL KETONE
. Waste code:	D039
. Waste name:	TETRACHLOROETHYLENE
. Waste code:	P001
. Waste name:	2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%
. Waste code:	P012
. Waste name:	ARSENIC OXIDE AS2O3 (OR) ARSENIC TRIOXIDE
. Waste code:	P042
. Waste name:	1,2-BENZENEDIOL, 4-[1-HYDROXY-2-(METHYLAMINO)ETHYL]-, (R)- (OR) EPINEPHRINE
. Waste code:	P075
. Waste name:	NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS
. Waste code:	P081
. Waste name:	1,2,3-PROPANETRIOL, TRINITRATE (R) (OR) NITROGLYCERINE (R)



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

CVS PHARMACY # 9573 (Continued)

1016140103

- . Waste code: P188
- . Waste name: BENZOIC ACID, 2-HYDROXY-, COMPD. WITH  
(3AS-CIS)-1,2,3,3A,8,8A-HEXAHYDRO-1,3A,8-TRIMETHYLPYRROLO[2,3-B]INDOL-  
5-YL METHYLCARBAMATE ESTER (1:1) (OR) PHYSOSTIGMINE SALICYLATE
- . Waste code: U002
- . Waste name: 2-PROPANONE (I) (OR) ACETONE (I)
- . Waste code: U010
- . Waste name: AZIRINO [2',3':3,4]PYRROLO[1,2-A]INDOLE-4,7-DIONE,  
6-AMINO-8-[[[AMINOCARBONYL]OXY]METHYL]-1,1A,2,8,8A,8B-HEXAHYDRO-8A-MET  
HOXY-5-METHYL-, [1AS-(1AALPHA, 8BETA, 8AALPHA, 8BALPHA)]- (OR)  
MITOMYCIN C
- . Waste code: U031
- . Waste name: 1-BUTANOL (I) (OR) N-BUTYL ALCOHOL (I)
- . Waste code: U034
- . Waste name: ACETALDEHYDE, TRICHLORO- (OR) CHLORAL
- . Waste code: U035
- . Waste name: BENZENEBUTANOIC ACID, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) CHLORAMBUCIL
- . Waste code: U044
- . Waste name: CHLOROFORM (OR) METHANE, TRICHLORO-
- . Waste code: U058
- . Waste name: 2H-1,3,2-OXAZAPHOSPHORIN-2-AMINE, N,N-BIS(2-CHLOROETHYL)TETRAHYDRO-,  
2-OXIDE (OR) CYCLOPHOSPHAMIDE
- . Waste code: U059
- . Waste name: 5,12-NAPHTHACENEDIONE,  
8-ACETYL-10-[(3-AMINO-2,3,6-TRIDEOXY)-ALPHA-L-LYXO-HEXOPYRANOSYL]OXY]-  
7,8,9,10-TETRAHYDRO-6,8,11-TRIHYDROXY-1-METHOXY-, (8S-CIS)- (OR)  
DAUNOMYCIN
- . Waste code: U070
- . Waste name: BENZENE, 1,2-DICHLORO- (OR) O-DICHLOROBENZENE
- . Waste code: U072
- . Waste name: BENZENE, 1,4-DICHLORO- (OR) P-DICHLOROBENZENE
- . Waste code: U089
- . Waste name: DIETHYLSTILBESTEROL (OR) PHENOL, 4,4'-(1,2-DIETHYL-1,2-ETHENEDIYL)BIS,  
(E)-
- . Waste code: U122
- . Waste name: FORMALDEHYDE
- . Waste code: U129
- . Waste name: CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA,  
5ALPHA, 6BETA)- (OR) LINDANE
- . Waste code: U132
- . Waste name: HEXACHLOROPHENE (OR) PHENOL, 2,2'-METHYLENEBIS[3,4,6-TRICHLORO-
- . Waste code: U150

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CVS PHARMACY # 9573 (Continued)**

**1016140103**

- . Waste name: L-PHENYLALANINE, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) MELPHALAN
- . Waste code: U151
- . Waste name: MERCURY
- . Waste code: U154
- . Waste name: METHANOL (I) (OR) METHYL ALCOHOL (I)
- . Waste code: U165
- . Waste name: NAPHTHALENE
- . Waste code: U188
- . Waste name: PHENOL
- . Waste code: U200
- . Waste name: RESERPINE (OR) YOHIMBAN-16-CARBOXYLIC ACID, 11,17-DIMETHOXY-18-[(3,4,5-TRIMETHOXYBENZOYL)OXY]-, METHYL ESTER, (3BETA, 16BETA, 17ALPHA, 18BETA, 20ALPHA)-
- . Waste code: U201
- . Waste name: 1,3-BENZENEDIOL (OR) RESORCINOL
- . Waste code: U204
- . Waste name: SELENIOUS ACID (OR) SELENIUM DIOXIDE
- . Waste code: U205
- . Waste name: SELENIUM SULFIDE (OR) SELENIUM SULFIDE SES2 (R,T)
- . Waste code: U206
- . Waste name: D-GLUCOSE, 2-DEOXY-2-[[[(METHYLNITROSOAMINO)-CARBONYL]AMINO]- (OR) GLUCOPYRANOSE, 2-DEOXY-2-(3-METHYL-3-NITROSOUREIDO)-,D- (OR) STREPTOZOTOCIN
- . Waste code: U210
- . Waste name: ETHENE, TETRACHLORO- (OR) TETRACHLOROETHYLENE
- . Waste code: U279
- . Waste name: CARBARYL (OR) 1-NAPHTHALENOL, METHYLCARBAMATE
- . Waste code: U411
- . Waste name: PHENOL, 2-(1-METHYLETHOXY)-, METHYLCARBAMATE (OR) PROPOXUR

Violation Status: No violations found

**Evaluation Action Summary:**

Evaluation date: 2019-08-01 00:00:00.0  
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE  
Area of violation: Not reported  
Date achieved compliance: Not reported  
Evaluation lead agency: State

Evaluation date: 2016-10-28 00:00:00.0  
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE  
Area of violation: Not reported  
Date achieved compliance: Not reported  
Evaluation lead agency: State

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**O79**  
**South**  
**1/8-1/4**  
**0.197 mi.**  
**1041 ft.**

**6911 SEPULVEDA BLVD**  
**LOS ANGELES, CA**

**CA UST** **U004304007**  
**N/A**

**Relative:**  
**Higher**

**LOS ANGELES UST:**

**Actual:**  
**123 ft.**

Name: Not reported  
Address: 6911 SEPULVEDA BLVD  
City,State,Zip: LOS ANGELES, CA  
Facility ID: Not reported  
Last Run Date: 01/01/1900  
Status: HISTORICAL

**O80**  
**South**  
**1/8-1/4**  
**0.197 mi.**  
**1041 ft.**

**CITY OF LOS ANGELES**  
**6911 SEPULVEDA BLVD**  
**WESTCHESTER, CA 90045**

**CA SWEEPS UST** **S106924602**  
**N/A**

**Relative:**  
**Higher**

**SWEEPS UST:**

**Actual:**  
**123 ft.**

Name: CITY OF LOS ANGELES  
Address: 6911 SEPULVEDA BLVD  
City: WESTCHESTER  
Status: Not reported  
Comp Number: 6219  
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

**O81**  
**South**  
**1/8-1/4**  
**0.197 mi.**  
**1041 ft.**

**CITY OF LOS ANGELES**  
**6911 SEPULVEDA BLVD**  
**LOS ANGELES, CA 90011**

**CA SWEEPS UST** **S106924601**  
**N/A**

**Relative:**  
**Higher**

**SWEEPS UST:**

**Actual:**  
**123 ft.**

Name: CITY OF LOS ANGELES  
Address: 6911 SEPULVEDA BLVD  
City: LOS ANGELES  
Status: Not reported  
Comp Number: 8294  
Number: Not reported  
Board Of Equalization: Not reported  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CITY OF LOS ANGELES (Continued)**

**S106924601**

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

**82**  
**SSW**  
**1/8-1/4**  
**0.198 mi.**  
**1045 ft.**

**JOHN BAILEY**  
**6334 RIGGS PLACE**  
**LOS ANGELES, CA 90045**

**RCRA NonGen / NLR** **1026045774**  
**CAC003052214**

**Relative:**  
**Higher**

**Actual:**  
**140 ft.**

RCRA NonGen / NLR:  
Date form received by agency: 2020-01-22 00:00:00.0  
Facility name: JOHN BAILEY  
Facility address: 6334 RIGGS PLACE  
LOS ANGELES, CA 90045  
EPA ID: CAC003052214  
Mailing address: 8 SHARONS WAY  
DANVERS, MA 01923  
Contact: MIKE CUNNINGHAM  
Contact address: 6334 RIGGS PLACE  
LOS ANGELES, CA 90045  
Contact country: Not reported  
Contact telephone: 310-322-0803  
Contact email: CES818@GMAIL.COM  
EPA Region: 09  
Classification: Non-Generator  
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:  
Owner/operator name: JOHN BAILEY  
Owner/operator address: 8 SHARONS WAY  
DANVERS, MA 01923  
Owner/operator country: Not reported  
Owner/operator telephone: 310-322-0803  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported  
  
Owner/operator name: MIKE CUNNINGHAM  
Owner/operator address: 6334 RIGGS PLACE  
LOS ANGELES, CA 90045  
Owner/operator country: Not reported  
Owner/operator telephone: 310-322-0803  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**JOHN BAILEY (Continued)**

**1026045774**

Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): Not reported  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Violation Status: No violations found

**P83**  
**NW**  
**1/8-1/4**  
**0.214 mi.**  
**1128 ft.**  
**MCDONALD DOUGLAS**  
**6775 CENTINELA AVE.**  
**CULVER CITY, CA 90230**  
**Site 1 of 10 in cluster P**

**CA HIST UST** **1000339306**  
**CA Notify 65** **N/A**

**Relative:**  
**Lower**

**HIST UST:**

**Actual:**  
**28 ft.**

Name: MCDONNEL DOUGLAS HELICOPTER CO  
Address: 5757 CENTINELA AVENUE  
City,State,Zip: CULVER CITY, CA 90230  
File Number: 00026E81  
URL: <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026E81.pdf>  
Region: STATE  
Facility ID: 00000067324  
Facility Type: Other  
Other Type: MANUFACTURING  
Contact Name: Not reported  
Telephone: 2133054000  
Owner Name: HOWARD HUGHES DEVELOPMENT COMP  
Owner Address: P.O. BOX 9000  
Owner City,St,Zip: MARINA DEL REY, CA 90295  
Total Tanks: 0011

Tank Num: 001  
Container Num: 62  
Year Installed: 1957  
Tank Capacity: 00000448  
Tank Used for: WASTE  
Type of Fuel: 6U  
Container Construction Thickness: 2  
Leak Detection: None

Tank Num: 002  
Container Num: 59  
Year Installed: 1960

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MCDONALD DOUGLAS (Continued)**

**1000339306**

Tank Capacity: 00000000  
Tank Used for: WASTE  
Type of Fuel: WASTE OIL  
Container Construction Thickness: 8  
Leak Detection: None

Tank Num: 003  
Container Num: 58  
Year Installed: Not reported  
Tank Capacity: 00000540  
Tank Used for: WASTE  
Type of Fuel: WASTE OIL  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 004  
Container Num: 50  
Year Installed: 1968  
Tank Capacity: 00001158  
Tank Used for: WASTE  
Type of Fuel: Not reported  
Container Construction Thickness: 8  
Leak Detection: None

Tank Num: 005  
Container Num: 49  
Year Installed: 1968  
Tank Capacity: 00000663  
Tank Used for: WASTE  
Type of Fuel: Not reported  
Container Construction Thickness: 8  
Leak Detection: None

Tank Num: 006  
Container Num: 47  
Year Installed: 1968  
Tank Capacity: 00002500  
Tank Used for: WASTE  
Type of Fuel: Not reported  
Container Construction Thickness: 3  
Leak Detection: None

Tank Num: 007  
Container Num: 46  
Year Installed: Not reported  
Tank Capacity: 00001000  
Tank Used for: WASTE  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 008  
Container Num: 45  
Year Installed: Not reported  
Tank Capacity: 00000000  
Tank Used for: WASTE  
Type of Fuel: 06

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MCDONALD DOUGLAS (Continued)**

**1000339306**

Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 009  
Container Num: 40  
Year Installed: Not reported  
Tank Capacity: 00000000  
Tank Used for: WASTE  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 010  
Container Num: 37  
Year Installed: 1975  
Tank Capacity: 00001000  
Tank Used for: WASTE  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 011  
Container Num: 34  
Year Installed: Not reported  
Tank Capacity: 00000539  
Tank Used for: WASTE  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: None

[Click here for Geo Tracker PDF:](#)

**NOTIFY 65:**

Name: MCDONALD DOUGLAS  
Address: 6775 CENTINELA AVE.  
City,State,Zip: CULVER CITY, CA 90230-6303  
Date Reported: Not reported  
Staff Initials: Not reported  
Board File Number: Not reported  
Facility Type: Not reported  
Discharge Date: Not reported  
Issue Date: Not reported  
Incident Description: Not reported

Name: MCDONALD DOUGLAS  
Address: 6775 CENTINELA AVE.  
City,State,Zip: CULVER CITY, CA 90230-6303  
Date Reported: Not reported  
Staff Initials: Not reported  
Board File Number: Not reported  
Facility Type: Not reported  
Discharge Date: Not reported  
Issue Date: Not reported  
Incident Description: Not reported

Name: MCDONN. DOUG. HELI.  
Address: CENTINELA & TEALE



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MCDONALD DOUGLAS (Continued)**

**1000339306**

City,State,Zip: CULVER CITY, CA  
Date Reported: Not reported  
Staff Initials: Not reported  
Board File Number: Not reported  
Facility Type: Not reported  
Discharge Date: Not reported  
Issue Date: Not reported  
Incident Description: Not reported

Name: MCDONALD-DOUGLAS AIRCRAFT  
Address: CENTINELA & TELE ST  
City,State,Zip: CULVER CITY, CA  
Date Reported: Not reported  
Staff Initials: Not reported  
Board File Number: Not reported  
Facility Type: Not reported  
Discharge Date: Not reported  
Issue Date: Not reported  
Incident Description: Not reported

Name: MCDONN. DOUG. HELI.  
Address: CENTINELA & TEALE  
City,State,Zip: CULVER CITY, CA  
Date Reported: Not reported  
Staff Initials: Not reported  
Board File Number: Not reported  
Facility Type: Not reported  
Discharge Date: Not reported  
Issue Date: Not reported  
Incident Description: Not reported

Name: MCDONALD DOUGLAS  
Address: 6775 CENTINELA AVE.  
City,State,Zip: CULVER CITY, CA 90230-6303  
Date Reported: Not reported  
Staff Initials: Not reported  
Board File Number: Not reported  
Facility Type: Not reported  
Discharge Date: Not reported  
Issue Date: Not reported  
Incident Description: Not reported

Name: MCDONALD-DOUGLAS AIRCRAFT  
Address: CENTINELA & TELE ST  
City,State,Zip: CULVER CITY, CA  
Date Reported: Not reported  
Staff Initials: Not reported  
Board File Number: Not reported  
Facility Type: Not reported  
Discharge Date: Not reported  
Issue Date: Not reported  
Incident Description: Not reported

Name: MCDONN. DOUG. HELI.  
Address: CENTINELA & TEALE  
City,State,Zip: CULVER CITY, CA  
Date Reported: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MCDONALD DOUGLAS (Continued)**

**1000339306**

Staff Initials: Not reported  
Board File Number: Not reported  
Facility Type: Not reported  
Discharge Date: Not reported  
Issue Date: Not reported  
Incident Description: Not reported

Name: MCDONALD-DOUGLAS AIRCRAFT  
Address: CENTINELA & TELE ST  
City,State,Zip: CULVER CITY, CA  
Date Reported: Not reported  
Staff Initials: Not reported  
Board File Number: Not reported  
Facility Type: Not reported  
Discharge Date: Not reported  
Issue Date: Not reported  
Incident Description: Not reported

**P84  
NW  
1/8-1/4  
0.214 mi.  
1128 ft.**

**MCDONNELL DOUGLAS HELICOPTER CO.  
6775 CENTINELA AVENUE, B12-T62  
CULVER CITY, CA 90230**

**CA ENVIROSTOR S118757406  
N/A**

**Site 2 of 10 in cluster P**

**Relative:  
Lower**

**ENVIROSTOR:**

**Actual:  
28 ft.**

Name: MCDONNELL DOUGLAS HELICOPTER CO.  
Address: 6775 CENTINELA AVENUE, B12-T62  
City,State,Zip: CULVER CITY, CA 90230  
Facility ID: 71002364  
Status: No Action Required  
Status Date: Not reported  
Site Code: Not reported  
Site Type: Tiered Permit  
Site Type Detailed: Tiered Permit  
Acres: Not reported  
NPL: NO  
Regulatory Agencies: NONE SPECIFIED  
Lead Agency: NONE SPECIFIED  
Program Manager: Not reported  
Supervisor: Not reported  
Division Branch: Cleanup Chatsworth  
Assembly: 62  
Senate: 26  
Special Program: Not reported  
Restricted Use: NO  
Site Mgmt Req: NONE SPECIFIED  
Funding: Not reported  
Latitude: 33.98131  
Longitude: -118.4092  
APN: NONE SPECIFIED  
Past Use: NONE SPECIFIED  
Potential COC: NONE SPECIFIED  
Confirmed COC: NONE SPECIFIED  
Potential Description: NONE SPECIFIED  
Alias Name: CAD040360745  
Alias Type: EPA Identification Number  
Alias Name: 71002364  
Alias Type: Envirostor ID Number

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MCDONNELL DOUGLAS HELICOPTER CO. (Continued)**

**S118757406**

Completed Info:

Completed Area Name: Not reported  
Completed Sub Area Name: Not reported  
Completed Document Type: Not reported  
Completed Date: Not reported  
Comments: Not reported

Future Area Name: Not reported  
Future Sub Area Name: Not reported  
Future Document Type: Not reported  
Future Due Date: Not reported  
Schedule Area Name: Not reported  
Schedule Sub Area Name: Not reported  
Schedule Document Type: Not reported  
Schedule Due Date: Not reported  
Schedule Revised Date: Not reported

**P85  
NW  
1/8-1/4  
0.214 mi.  
1128 ft.**

**GRANDIN ROAD PRODUCTIONS  
6775 CENTINELA AVE BLDG 34  
CULVER CITY, CA 90230**

**Site 3 of 10 in cluster P**

**RCRA-SQG 1001075595  
FINDS CAR000006833  
ECHO**

**Relative:  
Lower**

RCRA-SQG:

**Actual:  
28 ft.**

Date form received by agency: 1995-10-31 00:00:00.0  
Facility name: GRANDIN ROAD PRODUCTIONS  
Facility address: 6775 CENTINELA AVE BLDG 34  
CULVER CITY, CA 90230  
EPA ID: CAR000006833  
Mailing address: 6775 CENTINELA AVE BLDG 12  
CULVER CITY, CA 90230  
Contact: KATHRYN TAKIS  
Contact address: 6775 CENTINELA AVE BLDG 34  
CULVER CITY, CA 90230  
Contact country: US  
Contact telephone: 310-448-7276  
Contact email: Not reported  
EPA Region: 09  
Classification: Small Small Quantity Generator  
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: BARRY BERNARDI  
Owner/operator address: 6775 CENTINELA AVE BLDG 12  
CULVER CITY, CA 90230  
Owner/operator country: Not reported  
Owner/operator telephone: 310-448-7276  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Private  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**GRANDIN ROAD PRODUCTIONS (Continued)**

**1001075595**

Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110009552180

Click Here:

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: 1001075595  
Registry ID: 110009552180  
DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110009552180>  
Name: GRANDIN ROAD PRODUCTIONS  
Address: 6775 CENTINELA AVE BLDG 34  
City,State,Zip: CULVER CITY, CA 90230

**P86  
NW  
1/8-1/4  
0.214 mi.  
1128 ft.**

**MCDONNELL DOUGLAS HELICOPTERS  
6775 CENTINELA AVE  
LOS ANGELES, CA 90230**

**Site 4 of 10 in cluster P**

**CA LUST S102433190  
CA CPS-SLIC N/A  
CA Cortese  
CA CERS**

**Relative:  
Lower  
Actual:  
28 ft.**

LUST REG 4:  
Region: 4  
Regional Board: 04  
County: Los Angeles  
Facility Id: 902300107  
Status: Case Closed  
Substance: Diesel  
Substance Quantity: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MCDONNELL DOUGLAS HELICOPTERS (Continued)**

**S102433190**

Local Case No: Not reported  
Case Type: Groundwater  
Abatement Method Used at the Site: Excavate and Dispose  
Global ID: T0603701254  
W Global ID: Not reported  
Staff: EHI  
Local Agency: 19050  
Cross Street: JEFFERSON  
Enforcement Type: Not reported  
Date Leak Discovered: Not reported  
Date Leak First Reported: 5/7/1987  
Date Leak Record Entered: 6/9/1988  
Date Confirmation Began: Not reported  
Date Leak Stopped: Not reported  
Date Case Last Changed on Database: 6/9/1988  
Date the Case was Closed: 9/4/1997  
How Leak Discovered: Not reported  
How Leak Stopped: Not reported  
Cause of Leak: Not reported  
Leak Source: Tank  
Operator: FORMER DIESEL FUEL STORAGE TNK  
Water System: Not reported  
Well Name: Not reported  
Approx. Dist To Production Well (ft): 12823.943138718965075623421518  
Source of Cleanup Funding: Tank  
Preliminary Site Assessment Workplan Submitted: Not reported  
Preliminary Site Assessment Began: Not reported  
Pollution Characterization Began: 6/9/1988  
Remediation Plan Submitted: Not reported  
Remedial Action Underway: Not reported  
Post Remedial Action Monitoring Began: Not reported  
Enforcement Action Date: Not reported  
Historical Max MTBE Date: Not reported  
Hist Max MTBE Conc in Groundwater: Not reported  
Hist Max MTBE Conc in Soil: Not reported  
Significant Interim Remedial Action Taken: Yes  
GW Qualifier: Not reported  
Soil Qualifier: Not reported  
Organization: Not reported  
Owner Contact: Not reported  
Responsible Party: MCDONNELL DOUGLAS  
RP Address: 5000 E. MCDOWELL RD., BLDG 541/F118, MESA, AZ 85205  
Program: LUST  
Lat/Long: 33.9812172 / -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: THIS SITE IS LOCATED WITHIN THE HUGHES HELICOPTERS FACILITY BUT IS  
BEING HANDLED SEPERATELY BY MCDONNELL DOUGLAS. CLOSURE LETTER  
SENT 9/4/97 5725 CENTINELA AVE.  
CHANGED TO 6775 CENTINELA

CPS-SLIC:

Name: PLAYA VISTA PROPERTY - PLAYA VISTA PROPERTY

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MCDONNELL DOUGLAS HELICOPTERS (Continued)**

**S102433190**

Address: 6775 CENTINELA AVENUE  
City,State,Zip: LOS ANGELES, CA 90230  
Region: STATE  
**Facility Status:** **Open - Remediation**  
Status Date: 06/30/2014  
Global Id: SL2043W1573  
Lead Agency: LOS ANGELES RWQCB (REGION 4)  
Lead Agency Case Number: Not reported  
Latitude: 33.983331758  
Longitude: -118.40270519  
Case Type: Cleanup Program Site  
Case Worker: JK  
Local Agency: Not reported  
RB Case Number: 773  
File Location: Regional Board  
Potential Media Affected: Other Groundwater (uses other than drinking water), Soil, Soil Vapor  
Potential Contaminants of Concern: 1,1,1-Trichloroethane (TCA), 1,4-Dioxane, Other Chlorinated Hydrocarbons, Tetrachloroethylene (PCE), Trichloroethylene (TCE), Vinyl chloride, Arsenic, Lead, Aviation, Benzene, Methane, Naphthalene, Polynuclear aromatic hydrocarbons (PAHs), Toluene, Total Petroleum Hydrocarbons (TPH), Xylene

Site History: Historically, Playa Vista encompassed approximately 1,087 acres of land that was divided into four areas: A, B, C and D. In December 2003, Playa conveyed Area A and part of Area B to the State of California, and relinquished certain rights regarding the purchase of Area C. In February 2004, Playa conveyed the remaining portion of Area B containing the Freshwater Marsh to the State. The remaining property, comprising Area D is currently being developed in two phases: The first phase of Area D is 363 acres in size and encompasses the westerly and easterly thirds of Area D. The western portion of the Phase 1 area was used for equipment testing, parking, an aircraft runway, and open cultivated land. This portion is currently under construction. Once completed, this area will be a mixed-use community with a blend of residential, retail, office, community-serving, and recreational uses. Investigation and remediation at the entire of Area D have been ongoing since 1983. These activities and results are described in several reports and documents. The investigation results indicate that soil, soil gas, and groundwater are mainly impacted with volatile organic compounds (VOCs), particularly 1,1,1, dichloroethane (1,1, DCA) cis, 1, 2-dichloroethene (cis 1, 2-DCE) and vinyl chloride (VC). Groundwater occurs at approximately 15 feet below the ground surface, and is not currently a source of drinking water. Drinking water for this Site is provided by the City of Los Angeles. Currently, the Area D including Campus Area is under different site-area investigations, remedial actions and long term monitoring program. Included within the western portion of the Phase 1 area are two areas undergoing remediation: 1 -Former Test Site 2 Area (TS2): The former TS2 source area is located within the western portion of Area D of the Site. On June 28, 2002, the Regional Board approved the Remediation Plan (RP) for the former TS2 using in-situ bioremediation technology to deliver lactate amendment solution to the subsurface. Remedial system began operation since October 2003. The system operated for over 10 years and the Regional Board approved a request to cease operation of the remediation system and continue long-term monitoring for natural attenuation parameters and residual VOCs on October 31, 2014. 2- Former Fire Safety Training Area (FSTA): The former FSTA area is

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MCDONNELL DOUGLAS HELICOPTERS (Continued)**

**S102433190**

located in the southern portion of the Phase 1 residential area. On August 12, 2004, Regional Board approved the RP for FSTA area and subsequently, groundwater remediation at the FSTA began in October 2004. The remediation system consists of two groundwater interceptor trenches and one groundwater extraction well. The extracted groundwater is conveyed to a groundwater remediation system for treatment. The treatment system will also be utilized to treat groundwater extracted from the Off-School Site. Subsequently, treated groundwater is discharged to a sanitary sewer under Los Angeles City Department of Public Works, Bureau of Sanitation (LADPW). 3. Off-School Site (OSS): an area to the north of the Los Angeles Unified School District, Central Region Elementary School #22 with groundwater impacted by VOCs from an unidentified source. After a public comment period, the RP was approved by the Regional Board for the OSS on December 19, 2014. The remediation system consists of one groundwater extraction well and a trench to the remediation system. The treatment system will also be utilized to treat groundwater extracted from the FSTA. Subsequently, treated groundwater is discharged to a sanitary sewer under Los Angeles City Department of Public Works, Bureau of Sanitation (LADPW). Trenches are currently being excavated to install the conveyance lines for this part of the system. The eastern 100 acres of Area D, or the Campus Area, were used from the 1940s through the 1990s for the manufacture, research, and development and testing of electronics, aircraft, and other equipment. This includes most of the former offices and manufacturing facilities of the McDonnell Douglas Helicopter Company and Hughes Aircraft Company. Campus Area Groundwater Remediation System: The Campus Area RAP for soil and groundwater and Performance Monitoring and Contingency plan (PMCP) were conditionally approved by the Regional Board in November 2002 and March 2006 respectively. Groundwater remedial system began operations in second quarter of 2006. Groundwater treatment at 11 source areas in Campus Area consists of the following: 1. Dual Phase Extraction (DPE)/Soil Vapor Extraction (SVE): DEPE/SVE well system was selected to treat unsaturated soil and upper the Bellflower Aquitard; 2. Groundwater Pump and Treat (P&T): P&T remedial system was selected to treat contaminated groundwater in both the lower Bellflower Aquitard and Ballona Aquifer, and 3. Monitored Natural Attenuation (MNA): Playa selected MNA as an additional remedial action to track and document VOCs reduction through natural attenuation processes. MNA is implemented to treat and prevent further migration of the impacted groundwater in deeper Aquifer zones (e.g. Silverdao Aquifer) and down-gradient monitoring wells at Campus Area. Playa will be conducting additional groundwater investigations in the Campus Area and to the north of Playa Vista, as required in the Regional Board letter dated August 7, 2015. Playa has proposed additional remediation approaches in the Campus Area, including: excavation of source area 4 near Building 21, additional DPE wells, expansion of the groundwater extraction system, and a pilot study to test the partial re-injection of treated groundwater into the Ballona aquifer to reduce the remediation timeframe and overall extraction amounts for the aquifer. In a letter dated September 30, 2015, the Regional Board provided comments and requirements related to the proposed additional remediation in the Campus Area. The Second Phase of development in Area D (Area D2), or the Village at Playa Vista, is approximately 111 acres and is envisioned to be a mixed-use community including residential, office, retail, community-serving, and



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MCDONNELL DOUGLAS HELICOPTERS (Continued)**

**S102433190**

recreational uses as well as open space. The southern portion of Area D2 is planned for residential development in the near future. Several monitoring wells will be abandoned accommodate development and re-installed in locations selected to adequately monitor the impacted groundwater and remediation progress at the Site. Groundwater extraction and dual-phase extraction remediation systems are currently operating at the Site to cleanup groundwater beneath Area D2. The remediation systems began operations in January 2014. The annual review is currently under review by the Regional Board. A five-year remedy review will be prepared in early 2019.

[Click here to access the California GeoTracker records for this facility:](#)

**CORTESE:**

Name:	MCDONNELL DOUGLAS HELICOPTERS
Address:	6775 CENTINELA AVE
City,State,Zip:	LOS ANGELES, CA 90230
Region:	CORTESE
Envirostor Id:	Not reported
Global ID:	T0603701254
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
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:	PLAYA VISTA PROPERTY - PLAYA VISTA PROPERTY
Address:	6775 CENTINELA AVENUE
City,State,Zip:	LOS ANGELES, CA 90230
Site ID:	196998
CERS ID:	SL2043W1573
CERS Description:	Cleanup Program Site

**Affiliation:**

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	JAMES KANG - 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:	2135766807

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

EDR ID Number  
EPA ID Number

P87  
NW  
1/8-1/4  
0.214 mi.  
1128 ft.

**MCDONNELL DOUGLAS CORPORATION**  
**6775 CENTINELA AVE**  
**CULVER CITY, CA 90230**

**CA SWEEPS UST**  
**CA FID UST**

**S101582615**  
**N/A**

**Site 5 of 10 in cluster P**

**Relative:**  
**Lower**

**SWEEPS UST:**

**Actual:**  
**28 ft.**

Name: MCDONNELL DOUGLAS CORPORATION  
Address: 6775 CENTINELA AVE  
City: CULVER CITY  
Status: Not reported  
Comp Number: 5332  
Number: Not reported  
Board Of Equalization: Not reported  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: Not reported  
Tank Status: Not reported  
Capacity: Not reported  
Active Date: Not reported  
Tank Use: Not reported  
STG: Not reported  
Content: Not reported  
Number Of Tanks: 0

**CA FID UST:**

Facility ID: 19000730  
Regulated By: UTKNI  
Regulated ID: Not reported  
Cortese Code: Not reported  
SIC Code: Not reported  
Facility Phone: 2133054183  
Mail To: Not reported  
Mailing Address: 6775 CENTINELA AVE  
Mailing Address 2: Not reported  
Mailing City,St,Zip: CULVER CITY 902300000  
Contact: Not reported  
Contact Phone: Not reported  
DUNS Number: Not reported  
NPDES Number: Not reported  
EPA ID: Not reported  
Comments: Not reported  
Status: Inactive

P88  
NW  
1/8-1/4  
0.214 mi.  
1128 ft.

**MCDONNELL DOUGLAS HELICOP**  
**6775 CENTINELA**  
**CULVER CITY, CA 90230**

**CA LUST**  
**CA HIST CORTESE**  
**CA WDR**  
**CA CERS**

**S103970103**  
**N/A**

**Site 6 of 10 in cluster P**

**Relative:**  
**Lower**

**LUST:**

**Actual:**  
**28 ft.**

Name: MCDONNELL DOUGLAS HELICOPTERS  
Address: 6775 CENTINELA AVE  
City,State,Zip: LOS ANGELES, CA 90230  
Lead Agency: LOS ANGELES RWQCB (REGION 4)  
Case Type: LUST Cleanup Site  
Geo Track: [http://geotracker.waterboards.ca.gov/profile\\_report.asp?global\\_id=T0603701254](http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603701254)

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MCDONNELL DOUGLAS HELICOP (Continued)**

**S103970103**

Global Id: T0603701254  
Latitude: 33.9813155  
Longitude: -118.4092074  
Status: Completed - Case Closed  
Status Date: 09/04/1997  
Case Worker: Not reported  
RB Case Number: 902300107  
Local Agency: LOS ANGELES, CITY OF  
File Location: Not reported  
Local Case Number: Not reported  
Potential Media Affect: Aquifer used for drinking water supply  
Potential Contaminants of Concern: Diesel  
Site History: Not reported

**LUST:**

Global Id: T0603701254  
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: T0603701254  
Action Type: Other  
Date: 05/07/1987  
Action: Leak Reported

**LUST:**

Global Id: T0603701254  
Status: Open - Case Begin Date  
Status Date: 05/07/1987

Global Id: T0603701254  
Status: Open - Site Assessment  
Status Date: 06/09/1988

Global Id: T0603701254  
Status: Completed - Case Closed  
Status Date: 09/04/1997

**HIST CORTESE:**

edr\_fname: MCDONNELL DOUGLAS HELICOP  
edr\_fadd1: 6775 CENTINELA  
City,State,Zip: CULVER CITY, CA 90230  
Region: CORTESE  
Facility County Code: 19  
Reg By: LTNKA  
Reg Id: 902300107

edr\_fname: HUGHES HELICOPTERS  
edr\_fadd1: 6775 CENTINELA  
City,State,Zip: CULVER CITY, CA 90230

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MCDONNELL DOUGLAS HELICOP (Continued)**

**S103970103**

Region: CORTESE  
Facility County Code: 19  
Reg By: LTNKA  
Reg Id: 902300043

**WDR:**

Name: PLAYA VISTA, CAMPUS AREA  
Address: 6775 CENTINELA AVENUE  
City,State,Zip: LOS ANGELES, CA 90045-2003  
Global ID: WDR100039519  
Status: DRAFT - WDR

**CERS:**

Name: MCDONNELL DOUGLAS HELICOPTERS  
Address: 6775 CENTINELA AVE  
City,State,Zip: LOS ANGELES, CA 90230  
Site ID: 225259  
CERS ID: T0603701254  
CERS Description: Leaking Underground Storage Tank Cleanup Site

**Affiliation:**

Affiliation Type Desc: Local Agency Caseworker  
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF  
Entity Title: Not reported  
Affiliation Address: 200 North Main Street, Suite 1780  
Affiliation City: LOS ANGELES  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

**P89**  
**NW**  
**1/8-1/4**  
**0.214 mi.**  
**1128 ft.**  
**Site 7 of 10 in cluster P**

**MCDONNELL DOUGLAS HELICOPTER**  
**6775 CENTINELA AVE M/S B17/T62**  
**CULVER CITY, CA 90230**

**NY MANIFEST** **S119069103**  
**N/A**

**Relative:**  
**Lower**

**Actual:**  
**28 ft.**

NY MANIFEST:  
Name: MCDONNELL DOUGLAS HELICOPTER  
Address: 6775 CENTINELA AVE M/S B17/T62  
City,State,Zip: CULVER CITY, CA 90230  
Country: USA  
EPA ID: CAD040360745  
Facility Status: Not reported  
Location Address 1: 6775 CENTILLA AVE  
Code: BP  
Location Address 2: Not reported  
Total Tanks: Not reported  
Location City: CULVER CITY  
Location State: CA  
Location Zip: 90230  
Location Zip 4: Not reported

NY MANIFEST:  
EPAID: CAD040360745  
Mailing Name: MCDONNELL DOUGLAS HELICOPTER  
Mailing Contact: M JERMON

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MCDONNELL DOUGLAS HELICOPTER (Continued)**

**S119069103**

Mailing Address 1: 6775 CENTILLA AVE  
Mailing Address 2: Not reported  
Mailing City: CULVER CITY  
Mailing State: CA  
Mailing Zip: 90230  
Mailing Zip 4: Not reported  
Mailing Country: USA  
Mailing Phone: 3103054159

**NY MANIFEST:**

Document ID: NYB5422113  
Manifest Status: K  
seq: Not reported  
Year: 1994  
Trans1 State ID: Not reported  
Trans2 State ID: Not reported  
Generator Ship Date: 12/01/1994  
Trans1 Recv Date: 12/01/1994  
Trans2 Recv Date: / /  
TSD Site Recv Date: 12/22/1994  
Part A Recv Date: / /  
Part B Recv Date: 01/03/1995  
Generator EPA ID: CAD040360745  
Trans1 EPA ID: MOD095038998  
Trans2 EPA ID: Not reported  
TSDF ID 1: NYD048148175  
TSDF ID 2: Not reported  
Manifest Tracking Number: Not reported  
Import Indicator: Not reported  
Export Indicator: Not reported  
Discr Quantity Indicator: Not reported  
Discr Type Indicator: Not reported  
Discr Residue Indicator: Not reported  
Discr Partial Reject Indicator: Not reported  
Discr Full Reject Indicator: Not reported  
Manifest Ref Number: Not reported  
Alt Facility RCRA ID: Not reported  
Alt Facility Sign Date: Not reported  
MGMT Method Type Code: Not reported  
Waste Code: D009 - MERCURY 0.2 MG/L TCLP  
Waste Code: Not reported  
Waste Code: Not reported  
Waste Code: Not reported  
Waste Code: Not reported  
Waste Code: Not reported  
Quantity: 00050  
Units: P - Pounds  
Number of Containers: 001  
Container Type: DM - Metal drums, barrels  
Handling Method: L Landfill.  
Specific Gravity: 100

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**P90**  
**NW**  
**1/8-1/4**  
**0.214 mi.**  
**1128 ft.**  
**HUGHES HELICOPTERS**  
**6775 CENTINELA AVE**  
**LOS ANGELES, CA 90230**  
**Site 8 of 10 in cluster P**

**CA LUST** **S101296033**  
**N/A**

**Relative:**  
**Lower**

LUST REG 4:

**Actual:**  
**28 ft.**

Region: 4  
Regional Board: 04  
County: Los Angeles  
Facility Id: 902300043  
Status: Remedial action (cleanup) Underway  
Substance: Solvents  
Substance Quantity: Not reported  
Local Case No: Not reported  
Case Type: Groundwater  
Abatement Method Used at the Site: GTFP  
Global ID: T0603701249  
W Global ID: Not reported  
Staff: SLC  
Local Agency: 19050  
Cross Street: JEFFERSON  
Enforcement Type: Not reported  
Date Leak Discovered: Not reported  
Date Leak First Reported: 3/22/1985  
Date Leak Record Entered: 9/9/1987  
Date Confirmation Began: Not reported  
Date Leak Stopped: Not reported  
Date Case Last Changed on Database: 7/16/1997  
Date the Case was Closed: Not reported  
How Leak Discovered: Not reported  
How Leak Stopped: Not reported  
Cause of Leak: UNK  
Leak Source: UNK  
Operator: Not reported  
Water System: Not reported  
Well Name: Not reported  
Approx. Dist To Production Well (ft): 12823.943138718965075623421518  
Source of Cleanup Funding: UNK  
Preliminary Site Assessment Workplan Submitted: Not reported  
Preliminary Site Assessment Began: Not reported  
Pollution Characterization Began: Not reported  
Remediation Plan Submitted: Not reported  
Remedial Action Underway: 1/7/1988  
Post Remedial Action Monitoring Began: Not reported  
Enforcement Action Date: Not reported  
Historical Max MTBE Date: Not reported  
Hist Max MTBE Conc in Groundwater: Not reported  
Hist Max MTBE Conc in Soil: Not reported  
Significant Interim Remedial Action Taken: Yes  
GW Qualifier: Not reported  
Soil Qualifier: Not reported  
Organization: Not reported  
Owner Contact: Not reported  
Responsible Party: BLANK RP  
RP Address: Not reported  
Program: SLIC  
Lat/Long: 33.9812172 / -1  
Local Agency Staff: PEJ

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HUGHES HELICOPTERS (Continued)**

**S101296033**

Beneficial Use: Not reported  
Priority: Not reported  
Cleanup Fund Id: Not reported  
Suspended: Not reported  
Assigned Name: Not reported  
Summary: SOIL REMEDIATION IN PROGRESS, GW TREATMENT PENDING TREATMENT SYSTEM  
PERMIT BY SCAQMD. 7SEP95 URF 5,000  
GAL PIPE LEAK SPILL: GW METHYLENE CHLORIDE, 1,1-DCA AND CIS1,2-DCE.  
URF STATUS "CASE CLO"

**P91**  
**NW**  
**1/8-1/4**  
**0.214 mi.**  
**1128 ft.**

**HUGHES HELICOPTERS INC**  
**CENTINELA AVE & TEALE ST**  
**CULVER CITY, CA 90230**

**SEMS-ARCHIVE 1015732715**  
**RCRA NonGen / NLR CAD040360745**

**Site 9 of 10 in cluster P**

**Relative:**  
**Lower**

**Actual:**  
**28 ft.**

SEMS Archive:  
Site ID: 0901316  
EPA ID: CAD040360745  
Name: HUGHES HELICOPTERS INC  
Address: CENTINELA AVE & TEALE ST  
Address 2: Not reported  
City, State, Zip: CULVER CITY, CA 90230  
Cong District: 27  
FIPS Code: 06037  
FF: N  
NPL: Not on the NPL  
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

**SEMS Archive Detail:**

Region: 09  
Site ID: 0901316  
EPA ID: CAD040360745  
Site Name: HUGHES HELICOPTERS INC  
NPL: N  
FF: N  
OU: 00  
Action Code: VS  
Action Name: ARCH SITE  
SEQ: 2  
Start Date: Not reported  
Finish Date: 2003-08-29 04:00:00  
Qual: Not reported  
Current Action Lead: EPA Perf In-Hse

Region: 09  
Site ID: 0901316  
EPA ID: CAD040360745  
Site Name: HUGHES HELICOPTERS INC  
NPL: N  
FF: N  
OU: 00  
Action Code: VS  
Action Name: ARCH SITE  
SEQ: 1  
Start Date: Not reported  
Finish Date: 1987-03-01 05:00:00  
Qual: Not reported



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HUGHES HELICOPTERS INC (Continued)**

**1015732715**

Current Action Lead:	EPA Perf In-Hse
Region:	09
Site ID:	0901316
EPA ID:	CAD040360745
Site Name:	HUGHES HELICOPTERS INC
NPL:	N
FF:	N
OU:	00
Action Code:	ES
Action Name:	ESI
SEQ:	1
Start Date:	Not reported
Finish Date:	2003-08-29 04:00:00
Qual:	N
Current Action Lead:	EPA Perf
Region:	09
Site ID:	0901316
EPA ID:	CAD040360745
Site Name:	HUGHES HELICOPTERS INC
NPL:	N
FF:	N
OU:	00
Action Code:	SI
Action Name:	SI
SEQ:	1
Start Date:	Not reported
Finish Date:	1987-03-01 05:00:00
Qual:	N
Current Action Lead:	EPA Perf
Region:	09
Site ID:	0901316
EPA ID:	CAD040360745
Site Name:	HUGHES HELICOPTERS INC
NPL:	N
FF:	N
OU:	00
Action Code:	PA
Action Name:	PA
SEQ:	1
Start Date:	Not reported
Finish Date:	1986-10-01 04:00:00
Qual:	H
Current Action Lead:	EPA Perf
Region:	09
Site ID:	0901316
EPA ID:	CAD040360745
Site Name:	HUGHES HELICOPTERS INC
NPL:	N
FF:	N
OU:	00
Action Code:	DS
Action Name:	DISCVRY
SEQ:	1

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HUGHES HELICOPTERS INC (Continued)**

**1015732715**

Start Date: 1985-04-01 06:00:00  
Finish Date: 1985-04-01 06:00:00  
Qual: Not reported  
Current Action Lead: EPA Perf

Region: 09  
Site ID: 0901316  
EPA ID: CAD040360745  
Site Name: HUGHES HELICOPTERS INC  
NPL: N  
FF: N  
OU: 00  
Action Code: PA  
Action Name: PA  
SEQ: 2  
Start Date: 1985-11-01 06:00:00  
Finish Date: 1986-02-01 05:00:00  
Qual: L  
Current Action Lead: St Perf

Region: 09  
Site ID: 0901316  
EPA ID: CAD040360745  
Site Name: HUGHES HELICOPTERS INC  
NPL: N  
FF: N  
OU: 00  
Action Code: HR  
Action Name: HAZRANK  
SEQ: 1  
Start Date: Not reported  
Finish Date: 1987-08-01 04:00:00  
Qual: Not reported  
Current Action Lead: St Perf

**RCRA NonGen / NLR:**

Date form received by agency: 2000-08-11 00:00:00.0  
Facility name: TURNER PICTURES JAMES DEAN  
Facility address: 6775 CENTENELLA  
CULVER CITY, CA 90230  
EPA ID: CAD040360745  
Mailing address: 208 S BEVERLY DR  
BEVERLY HILLS, CA 90212  
Contact: CHRIS MARKEY  
Contact address: 208 S BEVERLY DR  
BEVERLY HILLS, CA 90212  
Contact country: US  
Contact telephone: 818-566-1936  
Contact email: Not reported  
EPA Region: 09  
Land type: Private  
Classification: Non-Generator  
Description: Handler: Non-Generators do not presently generate hazardous waste

**Owner/Operator Summary:**

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HUGHES HELICOPTERS INC (Continued)**

**1015732715**

Owner/operator name: TURNER PICTURES INC  
Owner/operator address: 6775 CENTENELLA  
CULVER CITY, CA 90230  
  
Owner/operator country: Not reported  
Owner/operator telephone: 818-566-1936  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Private  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED  
Owner/operator address: NOT REQUIRED  
NOT REQUIRED, ME 99999  
  
Owner/operator country: Not reported  
Owner/operator telephone: 415-555-1212  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Private  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

**Handler Activities Summary:**

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

**Historical Generators:**

Date form received by agency: 1994-03-28 00:00:00.0  
Site name: MCDONNELL DOUGLAS HELICOPTER CO.  
Classification: Large Quantity Generator

Date form received by agency: 1992-04-01 00:00:00.0  
Site name: MCDONNELL DOUGLAS HELICOPTER C  
Classification: Large Quantity Generator

Date form received by agency: 1990-04-12 00:00:00.0  
Site name: MCDONNELL DOUGLAS-HUGHES HELICOPTERS  
Classification: Large Quantity Generator

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HUGHES HELICOPTERS INC (Continued)**

**1015732715**

Hazardous Waste Summary:

. Waste code: D001  
. Waste name: IGNITABLE WASTE

Facility Has Received Notices of Violations:

Regulation violated: Not reported  
Area of violation: LDR - General  
Date violation determined: 1988-08-10 00:00:00.0  
Date achieved compliance: 1989-01-01 00:00:00.0  
Violation lead agency: State  
Enforcement action: Not reported  
Enforcement action date: Not reported  
Enf. disposition status: Not reported  
Enf. disp. status date: Not reported  
Enforcement lead agency: Not reported  
Proposed penalty amount: Not reported  
Final penalty amount: Not reported  
Paid penalty amount: Not reported

Regulation violated: Not reported  
Area of violation: Generators - General  
Date violation determined: 1988-08-10 00:00:00.0  
Date achieved compliance: 1989-01-01 00:00:00.0  
Violation lead agency: State  
Enforcement action: Not reported  
Enforcement action date: Not reported  
Enf. disposition status: Not reported  
Enf. disp. status date: Not reported  
Enforcement lead agency: Not reported  
Proposed penalty amount: Not reported  
Final penalty amount: Not reported  
Paid penalty amount: Not reported

Regulation violated: Not reported  
Area of violation: Generators - General  
Date violation determined: 1986-10-14 00:00:00.0  
Date achieved compliance: 1987-05-04 00:00:00.0  
Violation lead agency: State  
Enforcement action: WRITTEN INFORMAL  
Enforcement action date: 1986-11-13 00:00:00.0  
Enf. disposition status: Not reported  
Enf. disp. status date: Not reported  
Enforcement lead agency: State  
Proposed penalty amount: Not reported  
Final penalty amount: Not reported  
Paid penalty amount: Not reported

Evaluation Action Summary:

Evaluation date: 1988-08-10 00:00:00.0  
Evaluation: FOCUSED COMPLIANCE INSPECTION  
Area of violation: LDR - General  
Date achieved compliance: 1989-01-01 00:00:00.0  
Evaluation lead agency: State

Evaluation date: 1988-08-10 00:00:00.0

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HUGHES HELICOPTERS INC (Continued)**

**1015732715**

Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE  
Area of violation: Generators - General  
Date achieved compliance: 1989-01-01 00:00:00.0  
Evaluation lead agency: State

Evaluation date: 1986-10-14 00:00:00.0  
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE  
Area of violation: Generators - General  
Date achieved compliance: 1987-05-04 00:00:00.0  
Evaluation lead agency: State

Evaluation date: 1986-10-14 00:00:00.0  
Evaluation: NON-FINANCIAL RECORD REVIEW  
Area of violation: Not reported  
Date achieved compliance: Not reported  
Evaluation lead agency: State

**P92  
NW  
1/8-1/4  
0.214 mi.  
1128 ft.**

**I SPY  
6775 CENTINELA AVE BLDG 15  
CULVER CITY, CA 90230  
Site 10 of 10 in cluster P**

**RCRA NonGen / NLR 1025882320  
CAR000003913**

**Relative:  
Lower**

RCRA NonGen / NLR:

**Actual:  
28 ft.**

Date form received by agency: 2002-07-08 00:00:00.0  
Facility name: I SPY  
Facility address: 6775 CENTINELA AVE BLDG 15  
CULVER CITY, CA 90230  
EPA ID: CAR000003913  
Mailing address: 10202 W WASHINGTON BLVD  
COHN 2500  
CULVER CITY, CA 90232-3195  
Contact: DIANE E NIX  
Contact address: 10202 W WASHINGTON BLVD  
CULVER CITY, CA 90232-3195  
Contact country: US  
Contact telephone: 310-244-8866  
Contact email: Not reported  
EPA Region: 09  
Classification: Non-Generator  
Description: Handler: Non-Generators do not presently generate hazardous waste

**Owner/Operator Summary:**

Owner/operator name: SONY PICTURES  
Owner/operator address: 10202 W WASHINGTON BLVD  
CULVER CITY, CA 90232  
Owner/operator country: Not reported  
Owner/operator telephone: 310-244-8866  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Private  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

**Handler Activities Summary:**

U.S. importer of hazardous waste: No

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

I SPY (Continued)

1025882320

Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Hazardous Waste Summary:

- . Waste code: D001
- . Waste name: IGNITABLE WASTE
  
- . Waste code: D002
- . Waste name: CORROSIVE WASTE
  
- . Waste code: F002
- . Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
  
- . Waste code: F003
- . Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
  
- . Waste code: F004
- . Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: CRESOLS, CRESYLIC ACID, AND NITROBENZENE; AND THE STILL BOTTOMS FROM THE RECOVERY OF THESE SOLVENTS; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
  
- . Waste code: F005
- . Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

I SPY (Continued)

1025882320

KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

**Q93**  
**WSW**  
**1/8-1/4**  
**0.217 mi.**  
**1147 ft.**  
**Relative:**  
**Higher**  
**Actual:**  
**127 ft.**

**ROGER FEATHERSTON**  
**6449 RIGGS PL**  
**LOS ANGELES, CA 90045**  
**Site 1 of 2 in cluster Q**

**RCRA NonGen / NLR** **1025837672**  
**CAC003017268**

RCRA NonGen / NLR:  
Date form received by agency: 2019-05-30 00:00:00.0  
Facility name: ROGER FEATHERSTON  
Facility address: 6449 RIGGS PL  
LOS ANGELES, CA 90045  
EPA ID: CAC003017268  
Contact: ROGER FEATHERSTON  
Contact address: 6449 RIGGS PL  
LOS ANGELES, CA 90045  
Contact country: Not reported  
Contact telephone: 310-338-9486  
Contact email: MANIFEST.SIRRIIS@GMAIL.COM  
EPA Region: 09  
Classification: Non-Generator  
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:  
Owner/operator name: ROGER FEATHERSTON  
Owner/operator address: 6449 RIGGS PL  
LOS ANGELES, CA 90045  
Owner/operator country: Not reported  
Owner/operator telephone: 310-338-9486  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Owner/operator name: ROGER FEATHERSTON  
Owner/operator address: 6449 RIGGS PL  
LOS ANGELES, CA 90045  
Owner/operator country: Not reported  
Owner/operator telephone: 310-338-9486  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**ROGER FEATHERSTON (Continued)**

**1025837672**

Handler Activities Summary:

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: Yes  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Violation Status: No violations found

**R94**  
**NE**  
**1/8-1/4**  
**0.223 mi.**  
**1176 ft.**

**MARSHALLS 0292**  
**6221 BRISTOL PKWY**  
**CULVER CITY, CA 90230**

**RCRA NonGen / NLR**

**1024847152**  
**CAL000401844**

**Site 1 of 2 in cluster R**

**Relative:**  
**Higher**  
**Actual:**  
**61 ft.**

RCRA NonGen / NLR:

Date form received by agency: 2014-11-04 00:00:00.0  
Facility name: MARSHALLS 0292  
Facility address: 6221 BRISTOL PKWY  
CULVER CITY, CA 90230  
EPA ID: CAL000401844  
Mailing address: 770 COCHITUATE RD  
FRAMINGHAM, MA 01701  
Contact: PAUL KANGAS  
Contact address: 770 COCHITUATE RD 300.1AN  
FRAMINGHAM, MA 01701  
Contact country: Not reported  
Contact telephone: 774-308-3651  
Contact email: PAUL\_KANGAS@TJX.COM  
EPA Region: 09  
Classification: Non-Generator  
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name: MARSHALLS OF CA LLC  
Owner/operator address: 770 COCHITUATE RD  
FRAMINGHAM, MA 01701  
Owner/operator country: Not reported  
Owner/operator telephone: 774-308-3651  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Owner/operator name: PAUL KANGAS

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MARSHALLS 0292 (Continued)**

**1024847152**

Owner/operator address: 770 COCHITUATE RD 300.1AN  
FRAMINGHAM, MA 01701  
Owner/operator country: Not reported  
Owner/operator telephone: 774-308-3651  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Violation Status: No violations found

**R95**  
**NE**  
**1/8-1/4**  
**0.223 mi.**  
**1176 ft.**

**MARSHALLS 0292**  
**6221 BRISTOL PKWY**  
**CULVER CITY, CA 90230**  
**Site 2 of 2 in cluster R**

**CA CERS HAZ WASTE**  
**CA HAZNET**  
**CA HWTS**

**S118236960**  
**N/A**

**Relative:**  
**Higher**

**Actual:**  
**61 ft.**

CERS HAZ WASTE:  
Name: MARSHALLS 0292  
Address: 6221 BRISTOL PKWY  
City,State,Zip: CULVER CITY, CA 90230  
Site ID: 46801  
CERS ID: 10486609  
CERS Description: Hazardous Waste Generator

Evaluation:

Eval General Type: Other/Unknown  
Eval Date: 05-13-2014  
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: 11-15-2013  
Violations Found: No  
Eval Type: Routine done by local agency

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MARSHALLS 0292 (Continued)**

**S118236960**

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: 11-15-2016  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Terence Slocum  
Eval Division: Los Angeles County Fire Department  
Eval Program: HW  
Eval Source: CERS

Coordinates:  
Site ID: 46801  
Facility Name: Marshalls 0292  
Env Int Type Code: HWG  
Program ID: 10486609  
Coord Name: Not reported  
Ref Point Type Desc: Center of a facility or station.  
Latitude: 33.983540  
Longitude: -118.392870

Affiliation:  
Affiliation Type Desc: CUPA District  
Entity Name: Los Angeles County Fire  
Entity Title: Not reported  
Affiliation Address: 5825 Rickenbacker Road  
Affiliation City: Commerce  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 90040-3027  
Affiliation Phone: (323) 890-4045

Affiliation Type Desc: Facility Mailing Address  
Entity Name: Mailing Address  
Entity Title: Not reported  
Affiliation Address: 770 Cochituate Road  
Affiliation City: Framingham  
Affiliation State: MA  
Affiliation Country: Not reported  
Affiliation Zip: 01701  
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer  
Entity Name: Paul Kangas  
Entity Title: SVP, Chief Compliance Officer  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MARSHALLS 0292 (Continued)**

**S118236960**

Entity Name: Marshalls of CA, LLC  
Entity Title: Not reported  
Affiliation Address: 770 Cochituate Road  
Affiliation City: Framingham  
Affiliation State: MA  
Affiliation Country: United States  
Affiliation Zip: 01701  
Affiliation Phone: (774) 308-3651

Affiliation Type Desc: Operator  
Entity Name: Marshalls  
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: (774) 308-3651

Affiliation Type Desc: Document Preparer  
Entity Name: Susan Allen  
Entity Title: Not reported  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact  
Entity Name: Paul Kangas  
Entity Title: Not reported  
Affiliation Address: 770 Cochituate Road  
Affiliation City: Framingham  
Affiliation State: MA  
Affiliation Country: Not reported  
Affiliation Zip: 01701  
Affiliation Phone: Not reported

Affiliation Type Desc: Property Owner  
Entity Name: The Strauss Family Trust {10-0292}  
Entity Title: Not reported  
Affiliation Address: 1517 S. Sepulveda Blvd.  
Affiliation City: Los Angeles  
Affiliation State: CA  
Affiliation Country: United States  
Affiliation Zip: 90025  
Affiliation Phone: (310) 575-1517

Affiliation Type Desc: Parent Corporation  
Entity Name: The TJX Companies, Inc.  
Entity Title: Not reported  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MARSHALLS 0292 (Continued)**

**S118236960**

Affiliation Phone: Not reported

HAZNET:

Name: MARSHALLS 0292  
Address: 6221 BRISTOL PKWY  
Address 2: Not reported  
City,State,Zip: CULVER CITY, CA 01701  
Contact: PAUL KANGAS  
Telephone: 7743083651  
Mailing Name: Not reported  
Mailing Address: 770 COCHITUATE RD

Year: 2018  
Gepaid: CAL000401844  
TSD EPA ID: CAD008364432  
CA Waste Code: 331 - Off-specification, aged or surplus organics  
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No  
Treatment/Reovery (H010-H129) Or (H131-H135)  
Tons: 0.00100

Year: 2018  
Gepaid: CAL000401844  
TSD EPA ID: NVD980895338  
CA Waste Code: 331 - Off-specification, aged or surplus organics  
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No  
Treatment/Reovery (H010-H129) Or (H131-H135)  
Tons: 0.00300

Year: 2017  
Gepaid: CAL000401844  
TSD EPA ID: CAD008364432  
CA Waste Code: 331 - Off-specification, aged or surplus organics  
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No  
Treatment/Reovery (H010-H129) Or (H131-H135)  
Tons: 0.0005

Year: 2016  
Gepaid: CAL000401844  
TSD EPA ID: CAD008364432  
CA Waste Code: -  
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No  
Treatment/Reovery (H010-H129) Or (H131-H135)  
Tons: 0.027

Year: 2016  
Gepaid: CAL000401844  
TSD EPA ID: CAD008364432  
CA Waste Code: 331 - Off-specification, aged or surplus organics  
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No  
Treatment/Reovery (H010-H129) Or (H131-H135)  
Tons: 0.011

Year: 2015  
Gepaid: CAL000401844  
TSD EPA ID: CAD008364432  
CA Waste Code: 331 - Off-specification, aged or surplus organics

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MARSHALLS 0292 (Continued)**

**S118236960**

Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.005
Year:	2015
Gepaid:	CAL000401844
TSD EPA ID:	CAD008364432
CA Waste Code:	181 - Other inorganic solid waste
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.093
Year:	2014
Gepaid:	CAL000401844
TSD EPA ID:	CAD008364432
CA Waste Code:	-
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.033
Year:	2014
Gepaid:	CAL000401844
TSD EPA ID:	CAD008364432
CA Waste Code:	331 - Off-specification, aged or surplus organics
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.057

**Additional Info:**

Year:	2014
Gen EPA ID:	CAL000401844
Shipment Date:	20141202
Creation Date:	3/19/2015 22:14:50
Receipt Date:	20141208
Manifest ID:	007320068FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	CAD983649880
Trans 2 Name:	PSC ENVIRONMENTAL SERVICES OF POMONA LP
TSD EPA ID:	CAD008364432
Trans Name:	RHO CHEM LLC
TSD EPA ID:	Not reported
TSD EPA Name:	Not reported
Waste Code Description:	- Not reported
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.033
Waste Quantity:	66
Quantity Unit:	P
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

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MARSHALLS 0292 (Continued)**

**S118236960**

Shipment Date: 20141202  
Creation Date: 3/19/2015 22:14:50  
Receipt Date: 20141208  
Manifest ID: 007320068FLE  
Trans EPA ID: MNS000110924  
Trans Name: STERICYCLE SPECIALTY WASTE SOLUTIONS INC  
Trans 2 EPA ID: CAD983649880  
Trans 2 Name: PSC ENVIRONMENTAL SERVICES OF POMONA LP  
TSDF EPA ID: CAD008364432  
Trans Name: RHO CHEM LLC  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 331 - Off-specification, aged, or surplus organics  
RCRA Code: D035  
Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)  
  
Quantity Tons: 0.057  
Waste Quantity: 114  
Quantity Unit: P  
Additional Code 1: D001  
Additional Code 2: Not reported  
Additional Code 3: Not reported  
Additional Code 4: Not reported  
Additional Code 5: Not reported

Additional Info:

Year: 2016  
Gen EPA ID: CAL000401844

Shipment Date: 20151124  
Creation Date: 3/2/2016 22:15:14  
Receipt Date: 20151207  
Manifest ID: 008600277FLE  
Trans EPA ID: MNS000110924  
Trans Name: STERICYCLE SPECIALTY WASTE SOLUTIONS INC  
Trans 2 EPA ID: CAD983649880  
Trans 2 Name: PSC ENVIRONMENTAL SERVICES LP  
TSDF EPA ID: CAD008364432  
Trans Name: RHO CHEM LLC  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 331 - Off-specification, aged, or surplus organics  
RCRA Code: D035  
Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)  
  
Quantity Tons: 0.0005  
Waste Quantity: 1  
Quantity Unit: P  
Additional Code 1: D001  
Additional Code 2: Not reported  
Additional Code 3: Not reported  
Additional Code 4: Not reported  
Additional Code 5: Not reported

Shipment Date: 20151124  
Creation Date: 3/2/2016 22:15:14  
Receipt Date: 20151207



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MARSHALLS 0292 (Continued)**

**S118236960**

Manifest ID:	008600277FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	CAD983649880
Trans 2 Name:	PSC ENVIRONMENTAL SERVICES LP
TSDF EPA ID:	CAD008364432
Trans Name:	RHO CHEM LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	181 - Other inorganic solid waste Organics
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0435
Waste Quantity:	87
Quantity Unit:	P
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:	20150528
Creation Date:	8/31/2015 22:15:10
Receipt Date:	20150602
Manifest ID:	007362292FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	CAD983649880
Trans 2 Name:	PSC ENVIRONMENTAL SERVICES LP
TSDF EPA ID:	CAD008364432
Trans Name:	RHO CHEM LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D035
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0045
Waste Quantity:	9
Quantity Unit:	P
Additional Code 1:	D001
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20150528
Creation Date:	8/31/2015 22:15:10
Receipt Date:	20150602
Manifest ID:	007362292FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	CAD983649880
Trans 2 Name:	PSC ENVIRONMENTAL SERVICES LP
TSDF EPA ID:	CAD008364432
Trans Name:	RHO CHEM LLC

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MARSHALLS 0292 (Continued)**

**S118236960**

TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 181 - Other inorganic solid waste Organics  
RCRA Code: Not reported  
Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)  
  
Quantity Tons: 0.0495  
Waste Quantity: 99  
Quantity Unit: P  
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: 2015  
Gen EPA ID: CAL000401844

Shipment Date: 20151124  
Creation Date: 3/2/2016 22:15:14  
Receipt Date: 20151207  
Manifest ID: 008600277FLE  
Trans EPA ID: MNS000110924  
Trans Name: STERICYCLE SPECIALTY WASTE SOLUTIONS INC  
Trans 2 EPA ID: CAD983649880  
Trans 2 Name: PSC ENVIRONMENTAL SERVICES LP  
TSDF EPA ID: CAD008364432  
Trans Name: RHO CHEM LLC  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 331 - Off-specification, aged, or surplus organics  
RCRA Code: D035  
Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)  
  
Quantity Tons: 0.0005  
Waste Quantity: 1  
Quantity Unit: P  
Additional Code 1: D001  
Additional Code 2: Not reported  
Additional Code 3: Not reported  
Additional Code 4: Not reported  
Additional Code 5: Not reported

Shipment Date: 20151124  
Creation Date: 3/2/2016 22:15:14  
Receipt Date: 20151207  
Manifest ID: 008600277FLE  
Trans EPA ID: MNS000110924  
Trans Name: STERICYCLE SPECIALTY WASTE SOLUTIONS INC  
Trans 2 EPA ID: CAD983649880  
Trans 2 Name: PSC ENVIRONMENTAL SERVICES LP  
TSDF EPA ID: CAD008364432  
Trans Name: RHO CHEM LLC  
TSDF Alt EPA ID: Not reported  
TSDF Alt Name: Not reported  
Waste Code Description: 181 - Other inorganic solid waste Organics

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MARSHALLS 0292 (Continued)**

**S118236960**

RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0435
Waste Quantity:	87
Quantity Unit:	P
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:	20150528
Creation Date:	8/31/2015 22:15:10
Receipt Date:	20150602
Manifest ID:	007362292FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	CAD983649880
Trans 2 Name:	PSC ENVIRONMENTAL SERVICES LP
TSDf EPA ID:	CAD008364432
Trans Name:	RHO CHEM LLC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D035
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0045
Waste Quantity:	9
Quantity Unit:	P
Additional Code 1:	D001
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20150528
Creation Date:	8/31/2015 22:15:10
Receipt Date:	20150602
Manifest ID:	007362292FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	CAD983649880
Trans 2 Name:	PSC ENVIRONMENTAL SERVICES LP
TSDf EPA ID:	CAD008364432
Trans Name:	RHO CHEM LLC
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	181 - Other inorganic solid waste Organics
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0495
Waste Quantity:	99
Quantity Unit:	P
Additional Code 1:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MARSHALLS 0292 (Continued)**

**S118236960**

Additional Code 2: Not reported  
Additional Code 3: Not reported  
Additional Code 4: Not reported  
Additional Code 5: Not reported

**Additional Info:**

Year: 2017  
Gen EPA ID: CAL000401844

Shipment Date: 20170501  
Creation Date: 6/26/2018 18:30:22  
Receipt Date: 20170509  
Manifest ID: 010205608FLE  
Trans EPA ID: MNS000110924  
Trans Name: STERICYCLE SPECIALTY WASTE SOLUTIONS INC  
Trans 2 EPA ID: CAD983649880  
Trans 2 Name: PSC ENVIRONMENTAL SERVICES LP  
TSDf EPA ID: CAD008364432  
Trans Name: RHO CHEM LLC  
TSDf Alt EPA ID: Not reported  
TSDf Alt Name: Not reported  
Waste Code Description: 331 - Off-specification, aged, or surplus organics  
RCRA Code: D001  
Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No  
Treatment/Reovery (H010-H129) Or (H131-H135)

Quantity Tons: 0.0005  
Waste Quantity: 1  
Quantity Unit: P  
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: MARSHALLS 0292  
Address: 6221 BRISTOL PKWY  
Address 2: Not reported  
City,State,Zip: CULVER CITY, CA 90230  
EPA ID: CAL000401844  
Inactive Date: Not reported  
Create Date: 11/04/2014  
Last Act Date: 09/09/2019  
Mailing Name: Not reported  
Mailing Address: 770 COCHITUATE RD  
Mailing Address 2: Not reported  
Mailing City,State,Zip: FRAMINGHAM, MA 01701  
Owner Name: MARSHALLS OF CA LLC  
Owner Address: 770 COCHITUATE RD  
Owner Address 2: Not reported  
Owner City,State,Zip: FRAMINGHAM, MA 01701  
Contact Name: PAUL KANGAS  
Contact Address: 770 COCHITUATE RD  
Contact Address 2: 300.1AN  
City,State,Zip: FRAMINGHAM, MA 01701

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MARSHALLS 0292 (Continued)**

**S118236960**

NAICS:

EPA ID: CAL000401844  
Create Date: 2014-11-04 13:54:04  
NAICS Code: 44814  
NAICS Description: Family Clothing Stores  
Issued EPA ID Date: 2014-11-04 13:54:04  
Inactive Date: Not reported  
Facility Name: MARSHALLS 0292  
Facility Address: 6221 BRISTOL PKWY  
Facility Address 2: Not reported  
Facility City: CULVER CITY  
Facility County: 19  
Facility State: CA  
Facility Zip: 90230

**S96**  
**ENE**  
**1/8-1/4**  
**0.225 mi.**  
**1186 ft.**

**PHOTO FAST**  
**6247 BRISTOL PKWY**  
**CULVER CITY, CA 90230**

**Site 1 of 7 in cluster S**

**RCRA-SQG 1000415278**  
**FINDS CAD982338048**  
**ECHO**  
**CA HAZNET**  
**CA LOS ANGELES CO. HMS**  
**CA HWTS**

**Relative:**  
**Higher**

**Actual:**  
**47 ft.**

RCRA-SQG:

Date form received by agency: 1987-12-08 00:00:00.0  
Facility name: PHOTO FAST  
Facility address: 6247 BRISTOL PKWY  
CULVER CITY, CA 90230  
EPA ID: CAD982338048  
Contact: ENVIRONMENTAL MANAGER  
Contact address: 6247 BRISTOL PKWY  
CULVER CITY, CA 90230  
Contact country: US  
Contact telephone: 213-216-9123  
Contact email: Not reported  
EPA Region: 09  
Classification: Small Small Quantity Generator  
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: JEFFREY TCHON  
Owner/operator address: NOT REQUIRED  
NOT REQUIRED, ME 99999  
Owner/operator country: Not reported  
Owner/operator telephone: 415-555-1212  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Private  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**PHOTO FAST (Continued)**

**1000415278**

Owner/operator name: NOT REQUIRED  
Owner/operator address: NOT REQUIRED  
NOT REQUIRED, ME 99999  
Owner/operator country: Not reported  
Owner/operator telephone: 415-555-1212  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Private  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002796396

Click Here:

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: 1000415278  
Registry ID: 110002796396  
DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110002796396>  
Name: PHOTO FAST  
Address: 6247 BRISTOL PKWY  
City,State,Zip: CULVER CITY, CA 90230

HAZNET:

Name: PHOTO FAST

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**PHOTO FAST (Continued)**

**1000415278**

Address:	6247 BRISTOL PKWY
Address 2:	Not reported
City,State,Zip:	CULVER CITY, CA 902300000
Contact:	JEFFREY TCHON
Telephone:	3102169123
Mailing Name:	Not reported
Mailing Address:	6247 BRISTOL PKWY
Year:	1996
Gepaid:	CAD982338048
TSD EPA ID:	CAD108040858
CA Waste Code:	171 - Metal sludge (Alkaline solution (pH >= 12.5) with metals)
Disposal Method:	R01 - Recycler
Tons:	0.0037
Year:	1995
Gepaid:	CAD982338048
TSD EPA ID:	CAD108040858
CA Waste Code:	171 - Metal sludge (Alkaline solution (pH >= 12.5) with metals)
Disposal Method:	R01 - Recycler
Tons:	0.002
Year:	1994
Gepaid:	CAD982338048
TSD EPA ID:	CAD108040858
CA Waste Code:	171 - Metal sludge (Alkaline solution (pH >= 12.5) with metals)
Disposal Method:	R01 - Recycler
Tons:	0.0037
Year:	1994
Gepaid:	CAD982338048
TSD EPA ID:	CAD108040858
CA Waste Code:	171 - Metal sludge (Alkaline solution (pH >= 12.5) with metals)
Disposal Method:	R01 - Recycler
Tons:	0.0037
Year:	1994
Gepaid:	CAD982338048
TSD EPA ID:	CAD108040858
CA Waste Code:	541 - Photochemicals/photoprocessing waste
Disposal Method:	R01 - Recycler
Tons:	0
Year:	1993
Gepaid:	CAD982338048
TSD EPA ID:	CAD108040858
CA Waste Code:	-
Disposal Method:	R01 - Recycler
Tons:	0.0291
Year:	1993
Gepaid:	CAD982338048
TSD EPA ID:	CAD108040858
CA Waste Code:	541 - Photochemicals/photoprocessing waste
Disposal Method:	R01 - Recycler
Tons:	0.1041
Year:	1993
Gepaid:	CAD982338048
TSD EPA ID:	CAD108040858
CA Waste Code:	541 - Photochemicals/photoprocessing waste
Disposal Method:	-
Tons:	0



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**PHOTO FAST (Continued)**

**1000415278**

Year: 1993  
Gepaid: CAD982338048  
TSD EPA ID: CAD108040858  
CA Waste Code: 171 - Metal sludge (Alkaline solution (pH >= 12.5) with metals)  
Disposal Method: -  
Tons: 0.0101

Year: 1992  
Gepaid: CAD982338048  
TSD EPA ID: CAD108040858  
CA Waste Code: 541 - Photochemicals/photoprocessing waste  
Disposal Method: R01 - Recycler  
Tons: 0.2916

Year: 1991  
Gepaid: CAD982338048  
TSD EPA ID: CAD108040858  
CA Waste Code: 541 - Photochemicals/photoprocessing waste  
Disposal Method: R01 - Recycler  
Tons: 1.3923

[Click this hyperlink](#) while viewing on your computer to access  
4 additional CA HAZNET: record(s) in the EDR Site Report.

**Additional Info:**

Year: 1993  
Gen EPA ID: CAD982338048

Shipment Date: 19931014  
Creation Date: 9/13/1995 0:00:00  
Receipt Date: 19931014  
Manifest ID: 92512160  
Trans EPA ID: CAD108040858  
Trans Name: Not reported  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAD108040858  
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: 0.0291  
Waste Quantity: 7  
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: 19931012  
Creation Date: 9/12/1995 0:00:00  
Receipt Date: Not reported  
Manifest ID: 92512296

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**PHOTO FAST (Continued)**

**1000415278**

Trans EPA ID:	CAD108040858
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAD108040858
Trans Name:	Not reported
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	- Not reported
Quantity Tons:	0.0026
Waste Quantity:	5.25
Quantity Unit:	P
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:	19930803
Creation Date:	9/12/1995 0:00:00
Receipt Date:	19930803
Manifest ID:	92517266
Trans EPA ID:	CAD108040858
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAD108040858
Trans Name:	Not reported
TSDf Alt EPA ID:	CAD108040858
TSDf Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	R01 - Recycler
Quantity Tons:	0.0417
Waste Quantity:	10
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:	19930504
Creation Date:	10/11/1995 0:00:00
Receipt Date:	Not reported
Manifest ID:	92514270
Trans EPA ID:	CAD108040858
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAD108040858
Trans Name:	Not reported
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**PHOTO FAST (Continued)**

**1000415278**

RCRA Code:	D011
Meth Code:	- Not reported
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:	19930504
Creation Date:	10/11/1995 0:00:00
Receipt Date:	Not reported
Manifest ID:	92514270
Trans EPA ID:	CAD108040858
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAD108040858
Trans Name:	Not reported
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	Not reported
Meth Code:	- Not reported
Quantity Tons:	0.0075
Waste Quantity:	15
Quantity Unit:	P
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:	19930427
Creation Date:	9/14/1995 0:00:00
Receipt Date:	Not reported
Manifest ID:	92514136
Trans EPA ID:	CAD108040858
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAD108040858
Trans Name:	Not reported
TSDf Alt EPA ID:	CAD108040858
TSDf Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	R01 - Recycler
Quantity Tons:	0.0333
Waste Quantity:	8
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**PHOTO FAST (Continued)**

**1000415278**

Additional Code 5: Not reported

Shipment Date: 19930305  
Creation Date: 9/6/1995 0:00:00  
Receipt Date: 19930305  
Manifest ID: 92797496  
Trans EPA ID: CAD108040858  
Trans Name: Not reported  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAD108040858  
Trans Name: Not reported  
TSDF Alt EPA ID: CAD108040858  
TSDF Alt Name: Not reported  
Waste Code Description: 541 - Photochemicals / photo processing waste  
RCRA Code: D011  
Meth Code: R01 - Recycler  
Quantity Tons: 0.0291  
Waste Quantity: 7  
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: CAD982338048

Shipment Date: 19950725  
Creation Date: 4/2/1996 0:00:00  
Receipt Date: 19950725  
Manifest ID: 95405619  
Trans EPA ID: CAD108040858  
Trans Name: Not reported  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAD108040858  
Trans Name: Not reported  
TSDF Alt EPA ID: CAD108040858  
TSDF Alt Name: Not reported  
Waste Code Description: 171 - Metal sludge (see 121  
RCRA Code: D011  
Meth Code: R01 - Recycler  
Quantity Tons: 0.001  
Waste Quantity: 2  
Quantity Unit: P  
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: 19950317  
Creation Date: 3/29/1996 0:00:00  
Receipt Date: 19950317

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**PHOTO FAST (Continued)**

**1000415278**

Manifest ID: 95017281  
Trans EPA ID: CAD108040858  
Trans Name: Not reported  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAD108040858  
Trans Name: Not reported  
TSDF Alt EPA ID: CAD108040858  
TSDF Alt Name: Not reported  
Waste Code Description: 171 - Metal sludge (see 121  
RCRA Code: D011  
Meth Code: R01 - Recycler  
Quantity Tons: 0.001  
Waste Quantity: 2  
Quantity Unit: P  
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: 1994  
Gen EPA ID: CAD982338048

Shipment Date: 19941012  
Creation Date: 3/28/1996 0:00:00  
Receipt Date: 19941012  
Manifest ID: 93750210  
Trans EPA ID: CAD108040858  
Trans Name: Not reported  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported  
TSDF EPA ID: CAD108040858  
Trans Name: Not reported  
TSDF Alt EPA ID: CAD108040858  
TSDF Alt Name: Not reported  
Waste Code Description: 171 - Metal sludge (see 121  
RCRA Code: D011  
Meth Code: R01 - Recycler  
Quantity Tons: 0.0022  
Waste Quantity: 4.5  
Quantity Unit: P  
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: 19940201  
Creation Date: 9/15/1995 0:00:00  
Receipt Date: 19940201  
Manifest ID: 92518336  
Trans EPA ID: CAD108040858  
Trans Name: Not reported  
Trans 2 EPA ID: Not reported  
Trans 2 Name: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**PHOTO FAST (Continued)**

**1000415278**

TSDf EPA ID:	CAD108040858
Trans Name:	Not reported
TSDf Alt EPA ID:	CAD108040858
TSDf Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	R01 - Recycler
Quantity Tons:	0.0015
Waste Quantity:	3
Quantity Unit:	P
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:	19940201
Creation Date:	9/15/1995 0:00:00
Receipt Date:	19940201
Manifest ID:	92518336
Trans EPA ID:	CAD108040858
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAD108040858
Trans Name:	Not reported
TSDf Alt EPA ID:	CAD108040858
TSDf Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
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

**Additional Info:**

Year:	1996
Gen EPA ID:	CAD982338048
Shipment Date:	19960816
Creation Date:	5/30/1997 0:00:00
Receipt Date:	19960816
Manifest ID:	96122220
Trans EPA ID:	CAD108040858
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDf EPA ID:	CAD108040858
Trans Name:	Not reported
TSDf Alt EPA ID:	Not reported
TSDf Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**PHOTO FAST (Continued)**

**1000415278**

RCRA Code:	D011
Meth Code:	R01 - Recycler
Quantity Tons:	0.0037
Waste Quantity:	7.5
Quantity Unit:	P
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

**LOS ANGELES CO. HMS:**

Name:	PHOTO FAST
Address:	6247 BRISTOL PKWY
City,State,Zip:	CULVER CITY, CA 90230
Region:	LA
Permit Category:	I
Facility Id:	006962-I07200
Facility Type:	01
Facility Status:	Closed
Area:	2M
Permit Number:	000020187
Permit Status:	Closed

**HWTS:**

Name:	PHOTO FAST
Address:	6247 BRISTOL PKWY
Address 2:	Not reported
City,State,Zip:	CULVER CITY, CA 902300000
EPA ID:	CAD982338048
Inactive Date:	06/30/2002
Create Date:	06/17/1988
Last Act Date:	08/10/2004
Mailing Name:	Not reported
Mailing Address:	6247 BRISTOL PKWY
Mailing Address 2:	Not reported
Mailing City,State,Zip:	CULVER CITY, CA 902306903
Owner Name:	JEFFREY TCHON
Owner Address:	6247 BRISTOL PARKWAY
Owner Address 2:	Not reported
Owner City,State,Zip:	CULVER CITY, CA 902300000
Contact Name:	JEFFREY TCHON
Contact Address:	6247 BRISTOL PKWY
Contact Address 2:	Not reported
City,State,Zip:	CULVER CITY, CA 902300000

**NAICS:**

EPA ID:	CAD982338048
Create Date:	2002-03-14 16:36:26
NAICS Code:	81292
NAICS Description:	Photofinishing
Issued EPA ID Date:	1988-06-17 00:00:00
Inactive Date:	2002-06-30 00:00:00
Facility Name:	PHOTO FAST
Facility Address:	6247 BRISTOL PKWY
Facility Address 2:	Not reported
Facility City:	CULVER CITY



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**PHOTO FAST (Continued)**

**1000415278**

Facility County: 19  
Facility State: CA  
Facility Zip: 902300000

**97**  
**North**  
**1/8-1/4**  
**0.237 mi.**  
**1251 ft.**

**EXPRESSLY PORTRAITS INC**  
**248 FOX HILLS MALL UNIT F 10**  
**CULVER CITY, CA 90230**

**RCRA-SQG**  
**FINDS**  
**ECHO**

**1000857254**  
**CAD983666645**

**Relative:**  
**Higher**

**Actual:**  
**30 ft.**

RCRA-SQG:  
Date form received by agency: 1993-05-03 00:00:00.0  
Facility name: EXPRESSLY PORTRAITS INC  
Facility address: 248 FOX HILLS MALL UNIT F 10  
CULVER CITY, CA 90230  
EPA ID: CAD983666645  
Mailing address: TRITON DR STE C  
FOSTER CITY, CA 94404  
Contact: MEL ORCHARD  
Contact address: 1151 TRITON DR STE C  
FOSTER CITY, CA 94404  
Contact country: US  
Contact telephone: 415-578-9291  
Contact email: Not reported  
EPA Region: 09  
Classification: Small Small Quantity Generator  
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

**Owner/Operator Summary:**

Owner/operator name: EXPRESSLY PORTRAITS INC  
Owner/operator address: 1151 TRITON DR STE C  
FOSTER CITY, CA 94404  
Owner/operator country: Not reported  
Owner/operator telephone: 415-578-9291  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Private  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

**Handler Activities Summary:**

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**EXPRESSLY PORTRAITS INC (Continued)**

**1000857254**

Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Violation Status: No violations found

**FINDS:**

Registry ID: 110002897919

Click Here:

**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: 1000857254  
Registry ID: 110002897919  
DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110002897919>  
Name: EXPRESSLY PORTRAITS INC  
Address: 248 FOX HILLS MALL UNIT F 10  
City,State,Zip: CULVER CITY, CA 90230

**Q98**  
**WSW**  
**1/8-1/4**  
**0.239 mi.**  
**1262 ft.**

**GUY KEEFER**  
**6436 RIGGS PLACE**  
**LOS ANGELES, CA 90045**

**RCRA NonGen / NLR** **1024770473**  
**CAC002990378**

**Site 2 of 2 in cluster Q**

**Relative:**  
**Higher**

**Actual:**  
**131 ft.**

**RCRA NonGen / NLR:**

Date form received by agency: 2018-11-26 00:00:00.0  
Facility name: GUY KEEFER  
Facility address: 6436 RIGGS PLACE  
LOS ANGELES, CA 90045  
EPA ID: CAC002990378  
Contact: GUY KEEFER  
Contact address: 6436 RIGGS PLACE  
LOS ANGELES, CA 90045  
Contact country: Not reported  
Contact telephone: 310-862-8439  
Contact email: GABRIELLE@PGJENVIRONMENTAL.COM  
EPA Region: 09  
Classification: Non-Generator  
Description: Handler: Non-Generators do not presently generate hazardous waste

**Owner/Operator Summary:**

Owner/operator name: GUY KEEFER  
Owner/operator address: 6436 RIGGS PLACE  
LOS ANGELES, CA 90045

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**GUY KEEFER (Continued)**

**1024770473**

Owner/operator country: Not reported  
Owner/operator telephone: 310-862-8439  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Owner/operator name: GUY KEEFER  
Owner/operator address: 6436 RIGGS PLACE  
LOS ANGELES, CA 90045

Owner/operator country: Not reported  
Owner/operator telephone: 310-862-8439  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

**Handler Activities Summary:**

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
Used oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Violation Status: No violations found

**S99**  
**NE**  
**1/8-1/4**  
**0.241 mi.**  
**1270 ft.**

**FOX HILLS PLAZA CLEANERS**  
**6223 BRISTOL PKWY**  
**CULVER CITY, CA 90230**

**RCRA NonGen / NLR 1024796173**  
**CAL000173185**

**Site 2 of 7 in cluster S**

**Relative:**  
**Higher**  
**Actual:**  
**51 ft.**

RCRA NonGen / NLR:  
Date form received by agency: 2000-03-21 00:00:00.0  
Facility name: FOX HILLS PLAZA CLEANERS  
Facility address: 6223 BRISTOL PKWY  
CULVER CITY, CA 90230-0000  
EPA ID: CAL000173185  
Contact: SANG SON/OWNER  
Contact address: 6223 BRISTOL PKWY  
CULVER CITY, CA 90230  
Contact country: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**FOX HILLS PLAZA CLEANERS (Continued)**

**1024796173**

Contact telephone: 310-342-0033  
Contact email: WJ918@MSN.COM  
EPA Region: 09  
Classification: Non-Generator  
Description: Handler: Non-Generators do not presently generate hazardous waste

**Owner/Operator Summary:**

Owner/operator name: SANG SON  
Owner/operator address: 6223 BRISTOL PKWY  
CULVER CITY, CA 90230  
Owner/operator country: Not reported  
Owner/operator telephone: 310-342-0033  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Owner/operator name: SANG SON/OWNER  
Owner/operator address: 6223 BRISTOL PKWY  
CULVER CITY, CA 90230  
Owner/operator country: Not reported  
Owner/operator telephone: 310-342-0033  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Other  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

**Handler Activities Summary:**

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
Used oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Violation Status: No violations found

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

EDR ID Number  
EPA ID Number

<b>S100</b> <b>NE</b> <b>1/8-1/4</b> <b>0.241 mi.</b> <b>1270 ft.</b>	<b>FOX HILLS DRY CLEANERS</b> <b>6223 BRISTOL PKY</b> <b>CULVER CITY, CA 90230</b>	<b>CA DRYCLEANERS</b>	<b>S121695460</b> <b>N/A</b>
	<b>Site 3 of 7 in cluster S</b>		

**Relative:**  
**Higher**

DRYCLEAN SOUTH COAST:

**Actual:**  
**51 ft.**

Name:	FOX HILLS DRY CLEANERS
Address:	6223 BRISTOL PKY
City,State,Zip:	CULVER CITY, CA 90230
Facility ID:	14056
Application Number:	100009
Permit Number:	M32526
Status:	S
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

Name:	FOX HILLS DRY CLEANERS
Address:	6223 BRISTOL PKY
City,State,Zip:	CULVER CITY, CA 90230
Facility ID:	14056
Application Number:	C36621
Permit Number:	M19173
Status:	S
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

<b>S101</b> <b>NE</b> <b>1/8-1/4</b> <b>0.241 mi.</b> <b>1270 ft.</b>	<b>FOX HILL DRY CLEANER</b> <b>6223 BRISTOL PKWY</b> <b>CULVER CITY, CA 90230</b>	<b>CA CERS HAZ WASTE</b> <b>CA DRYCLEANERS</b> <b>CA EMI</b>	<b>1000117103</b> <b>N/A</b>
	<b>Site 4 of 7 in cluster S</b>		

**Relative:**  
**Higher**

CERS HAZ WASTE:

**Actual:**  
**51 ft.**

Name:	FOX HILL DRY CLEANERS
Address:	6223 BRISTOL PKWY
City,State,Zip:	CULVER CITY, CA 90230
Site ID:	117657
CERS ID:	10300183
CERS Description:	Hazardous Waste Generator

Evaluation:

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	04-22-2016
Violations Found:	No
Eval Type:	Routine done by local agency

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**FOX HILL DRY CLEANER (Continued)**

**1000117103**

Eval Notes: Sang Youl Son  
Eval Division: Los Angeles County Fire Department  
Eval Program: HW  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 11-06-2019  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Sang Son, Owner  
Eval Division: Los Angeles County Fire Department  
Eval Program: HW  
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection  
Eval Date: 04-10-2013  
Violations Found: No  
Eval Type: Routine done by local agency  
Eval Notes: Inspected by A. Gebresilasie, HMS II Consent by Sang Son  
Eval Division: Los Angeles County Fire Department  
Eval Program: HW  
Eval Source: CERS

Coordinates:  
Site ID: 117657  
Facility Name: FOX HILL DRY CLEANERS  
Env Int Type Code: HWG  
Program ID: 10300183  
Coord Name: Not reported  
Ref Point Type Desc: Center of a facility or station.  
Latitude: 33.982790  
Longitude: -118.391290

Affiliation:  
Affiliation Type Desc: Document Preparer  
Entity Name: Sang Son  
Entity Title: Not reported  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner  
Entity Name: SANG YOUL SON  
Entity Title: Not reported  
Affiliation Address: 6223 BRISTOL PARKWAY  
Affiliation City: CULVER CITY  
Affiliation State: CA  
Affiliation Country: United States  
Affiliation Zip: 90230  
Affiliation Phone: (310) 384-2864

Affiliation Type Desc: Environmental Contact  
Entity Name: Sang Son

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**FOX HILL DRY CLEANER (Continued)**

**1000117103**

Entity Title: Not reported  
Affiliation Address: 6223 Bristol Parkway  
Affiliation City: Culver City  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 90230  
Affiliation Phone: Not reported

Affiliation Type Desc: Operator  
Entity Name: SANG YOUL SON  
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) 342-0033

Affiliation Type Desc: CUPA District  
Entity Name: Los Angeles County Fire  
Entity Title: Not reported  
Affiliation Address: 5825 Rickenbacker Road  
Affiliation City: Commerce  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 90040-3027  
Affiliation Phone: (323) 890-4045

Affiliation Type Desc: Facility Mailing Address  
Entity Name: Mailing Address  
Entity Title: Not reported  
Affiliation Address: 6223 BRISTOL PARKWAY  
Affiliation City: CULVER CITY  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 90230  
Affiliation Phone: Not reported

Affiliation Type Desc: Parent Corporation  
Entity Name: FOX HILL DRY CLEANERS  
Entity Title: Not reported  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer  
Entity Name: Sang Son  
Entity Title: owner  
Affiliation Address: Not reported  
Affiliation City: Not reported  
Affiliation State: Not reported  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**FOX HILL DRY CLEANER (Continued)**

**1000117103**

**DRYCLEANERS:**

Name: FOX HILLS PLAZA CLEANERS  
Address: 6223 BRISTOL PKWY  
City,State,Zip: CULVER CITY, CA 902300000  
EPA Id: CAL000173185  
NAICS Code: 81232  
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)  
SIC Code: 7211  
SIC Description: Power Laundries, Family and Commercial  
Create Date: 03/21/2000  
Facility Active: Yes  
Inactive Date: Not reported  
Facility Addr2: Not reported  
Owner Name: SANG SON  
Owner Address: 6223 BRISTOL PKWY  
Owner Address 2: Not reported  
Owner Telephone: 3103420033  
Contact Name: SANG SON/OWNER  
Contact Address: 6223 BRISTOL PKWY  
Contact Address 2: Not reported  
Contact Telephone: 3103420033  
Mailing Name: Not reported  
Mailing Address 1: 6223 BRISTOL PKWY  
Mailing Address 2: Not reported  
Mailing City: CULVER CITY  
Mailing State: CA  
Mailing Zip: 902306903  
Owner Fax: 0  
Region Code: 3

**EMI:**

Name: FOX HILL DRY CLEANER  
Address: 6223 BRISTOL PKWY  
City,State,Zip: CULVER CITY, CA 902300000  
Year: 1993  
County Code: 19  
Air Basin: SC  
Facility ID: 81390  
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 Smlr Tons/Yr: 0

Name: FOX HILL DRY CLEANER  
Address: 6223 BRISTOL PKWY  
City,State,Zip: CULVER CITY, CA 902300000  
Year: 1995  
County Code: 19

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**FOX HILL DRY CLEANER (Continued)**

**1000117103**

Air Basin: SC  
Facility ID: 81390  
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

**S102  
NE  
1/8-1/4  
0.241 mi.  
1270 ft.**

**FOX HILL DRY CLEANER  
6223 BRISTOL PKY  
CULVER CITY, CA 90230**

**CA DRYCLEANERS S121699693  
N/A**

**Site 5 of 7 in cluster S**

**Relative:  
Higher**

**DRYCLEAN SOUTH COAST:**

**Actual:  
51 ft.**

Name: FOX HILL DRY CLEANER  
Address: 6223 BRISTOL PKY  
City,State,Zip: CULVER CITY, CA 90230  
Facility ID: 81390  
Application Number: 239175  
Permit Number: D35489  
Status: I  
Representative Name: KYU CHUL LEE  
Representative Telephone: 213 6493042  
Permit Status: INACTIVE  
BCAT Number: 000234  
BCAT Description: DRY CLEANING EQUIP PERCHLOROETHYLENE  
CCAT Number: 04  
CCAT Description: VAPOR RECOVERY UNIT COMPRESS & CONDENSE  
UTM East: 371.57998657  
UTM North: 3760.6101074

**S103  
NE  
1/8-1/4  
0.241 mi.  
1270 ft.**

**FOX HILL PLAZA CLEANERS, LEE KIM DBA  
6223 BRISTOL PKY  
CULVER CITY, CA 90230**

**CA DRYCLEANERS S121694291  
N/A**

**Site 6 of 7 in cluster S**

**Relative:  
Higher**

**DRYCLEAN SOUTH COAST:**

**Actual:  
51 ft.**

Name: FOX HILL PLAZA CLEANERS, LEE KIM DBA  
Address: 6223 BRISTOL PKY  
City,State,Zip: CULVER CITY, CA 90230  
Facility ID: 119311  
Application Number: 353271  
Permit Number: F20655  
Status: S  
Representative Name: LEE KIM  
Representative Telephone: 714 8918890  
Permit Status: INACTIVE

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**FOX HILL PLAZA CLEANERS, LEE KIM DBA (Continued)**

**S121694291**

BCAT Number: 000603  
BCAT Description: DRY CLEANING, DRY-TO-DRY NV, W/ SIC, PERC  
CCAT Number: Not reported  
CCAT Description: Not reported  
UTM East: 0  
UTM North: 0

**S104**  
**NE**  
**1/8-1/4**  
**0.241 mi.**  
**1270 ft.**

**FOX HILLS PLAZA CLEANERS, SANG Y SON DBA**  
**6223 BRISTOL PKY**  
**CULVER CITY, CA 90230**

**CA DRYCLEANERS**

**S121694734**  
**N/A**

**Site 7 of 7 in cluster S**

**Relative:**  
**Higher**

**DRYCLEAN SOUTH COAST:**

**Actual:**  
**51 ft.**

Name: FOX HILLS PLAZA CLEANERS, SANG Y SON DBA  
Address: 6223 BRISTOL PKY  
City, State, Zip: CULVER CITY, CA 90230  
Facility ID: 126445  
Application Number: 379351  
Permit Number: F38658  
Status: A  
Representative Name: SANG SON  
Representative Telephone: 310 3420033  
Permit Status: INACTIVE  
BCAT Number: 000603  
BCAT Description: DRY CLEANING, DRY-TO-DRY NV, W/ SIC, PERC  
CCAT Number: Not reported  
CCAT Description: Not reported  
UTM East: 371.48699951  
UTM North: 3760.9699707

Name: FOX HILLS PLAZA CLEANERS, SANG Y SON DBA  
Address: 6223 BRISTOL PKY  
City, State, Zip: CULVER CITY, CA 90230  
Facility ID: 126445  
Application Number: 408249  
Permit Number: F57096  
Status: A  
Representative Name: SANG SON  
Representative Telephone: 310 3420033  
Permit Status: INACTIVE  
BCAT Number: 000603  
BCAT Description: DRY CLEANING, DRY-TO-DRY NV, W/ SIC, PERC  
CCAT Number: Not reported  
CCAT Description: Not reported  
UTM East: 371.48699951  
UTM North: 3760.9699707

Name: FOX HILLS PLAZA CLEANERS, SANG Y SON DBA  
Address: 6223 BRISTOL PKY  
City, State, Zip: CULVER CITY, CA 90230  
Facility ID: 126445  
Application Number: 467374  
Permit Number: F89121  
Status: A  
Representative Name: SANG SON  
Representative Telephone: 310 3420033  
Permit Status: ACTIVE

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**FOX HILLS PLAZA CLEANERS, SANG Y SON DBA (Continued)**

**S121694734**

BCAT Number: 000603  
BCAT Description: DRY CLEANING, DRY-TO-DRY NV, W/ SIC, PERC  
CCAT Number: Not reported  
CCAT Description: Not reported  
UTM East: 371.48699951  
UTM North: 3760.9699707

**T105 UNOCAL #6986 (FORMER)**  
**NW 5752 MESMER AVE**  
**1/4-1/2 LOS ANGELES, CA 90230**  
**0.298 mi.**  
**1573 ft. Site 1 of 2 in cluster T**

**CA LUST S104580104**  
**N/A**

**Relative:**  
**Lower**  
**Actual:**  
**27 ft.**

**LUST:**  
Name: UNOCAL #6986 (FORMER)  
Address: 5752 MESMER AVE  
City, State, Zip: LOS ANGELES, CA 90230  
Lead Agency: LOS ANGELES, CITY OF  
Case Type: LUST Cleanup Site  
Geo Track: [http://geotracker.waterboards.ca.gov/profile\\_report.asp?global\\_id=T0603701256](http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603701256)  
Global Id: T0603701256  
Latitude: 33.9840883  
Longitude: -118.3991155  
Status: Completed - Case Closed  
Status Date: 10/29/1993  
Case Worker: EL  
RB Case Number: 902300125  
Local Agency: LOS ANGELES, CITY OF  
File Location: Not reported  
Local Case Number: Not reported  
Potential Media Affect: Soil  
Potential Contaminants of Concern: Gasoline  
Site History: Not reported

**LUST:**  
Global Id: T0603701256  
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](mailto:eloy.luna@lacity.org)  
Phone Number: Not reported  
  
Global Id: T0603701256  
Contact Type: Regional Board Caseworker  
Contact Name: YUE RONG  
Organization Name: LOS ANGELES RWQCB (REGION 4)  
Address: 320 W. 4TH ST., SUITE 200  
City: Los Angeles  
Email: [yrong@waterboards.ca.gov](mailto:yrong@waterboards.ca.gov)  
Phone Number: Not reported

**LUST:**  
Global Id: T0603701256  
Action Type: Other  
Date: 11/05/1991  
Action: Leak Discovery

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**UNOCAL #6986 (FORMER) (Continued)**

**S104580104**

Global Id: T0603701256  
Action Type: Other  
Date: 11/11/1991  
Action: Leak Stopped

Global Id: T0603701256  
Action Type: Other  
Date: 11/18/1991  
Action: Leak Reported

**LUST:**

Global Id: T0603701256  
Status: Open - Case Begin Date  
Status Date: 11/05/1991

Global Id: T0603701256  
Status: Open - Site Assessment  
Status Date: 11/13/1991

Global Id: T0603701256  
Status: Completed - Case Closed  
Status Date: 10/29/1993

**T106  
NW  
1/4-1/2  
0.298 mi.  
1573 ft.**

**UNOCAL #6986 (FORMER)  
5752 MESMER AVE  
LOS ANGELES, CA 90230**

**Site 2 of 2 in cluster T**

**CA LUST  
CA Cortese  
CA CERS**

**S103281744  
N/A**

**Relative:  
Lower**

**Actual:  
27 ft.**

**LUST REG 4:**

Region: 4  
Regional Board: 04  
County: Los Angeles  
Facility Id: 902300125  
Status: Case Closed  
Substance: Gasoline  
Substance Quantity: Not reported  
Local Case No: Not reported  
Case Type: Soil  
Abatement Method Used at the Site: Excavate and Dispose  
Global ID: T0603701256  
W Global ID: Not reported  
Staff: UNK  
Local Agency: 19050  
Cross Street: PLAYA  
Enforcement Type: Not reported  
Date Leak Discovered: 11/5/1991  
Date Leak First Reported: 11/18/1991  
Date Leak Record Entered: 1/9/1992  
Date Confirmation Began: Not reported  
Date Leak Stopped: 11/11/1991  
Date Case Last Changed on Database: 2/18/1998  
Date the Case was Closed: 10/29/1993  
How Leak Discovered: Tank Closure  
How Leak Stopped: Not reported  
Cause of Leak: UNK

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**UNOCAL #6986 (FORMER) (Continued)**

**S103281744**

Leak Source: UNK  
Operator: DEE, THOMAS C.  
Water System: Not reported  
Well Name: Not reported  
Approx. Dist To Production Well (ft): 13523.362794053186838678556526  
Source of Cleanup Funding: UNK  
Preliminary Site Assessment Workplan Submitted: Not reported  
Preliminary Site Assessment Began: Not reported  
Pollution Characterization Began: 11/13/1991  
Remediation Plan Submitted: Not reported  
Remedial Action Underway: Not reported  
Post Remedial Action Monitoring Began: Not reported  
Enforcement Action Date: Not reported  
Historical Max MTBE Date: Not reported  
Hist Max MTBE Conc in Groundwater: Not reported  
Hist Max MTBE Conc in Soil: Not reported  
Significant Interim Remedial Action Taken: Not reported  
GW Qualifier: Not reported  
Soil Qualifier: Not reported  
Organization: Not reported  
Owner Contact: Not reported  
Responsible Party: UNOCAL  
RP Address: 17700 CASTLETON, SUITE 500, INDUSTRY, 91748  
Program: LUST  
Lat/Long: 33.9839673 / -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: SOIL CONTAMINATION ENCOUNTERED DURING ROUTINE TANK REPLACEMENT.  
DIESEL TANK HAD 1" DIA. HOLE 1 FOOT BELOW TOP OF TANK. NO EVIDENCE OF  
HOLES IN GASOLINE TANKS. OLD CASE #020474

**CORTESE:**

Name: UNOCAL #6986 (FORMER)  
Address: 5752 MESMER AVE  
City,State,Zip: LOS ANGELES, CA 90230  
Region: CORTESE  
Envirostor Id: Not reported  
Global ID: T0603701256  
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  
Flag: active  
Order No: Not reported  
Waste Discharge System No: Not reported  
Effective Date: Not reported  
Region 2: Not reported  
WID Id: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**UNOCAL #6986 (FORMER) (Continued)**

**S103281744**

Solid Waste Id No: Not reported  
Waste Management Uit Name: Not reported  
File Name: Active Open

**CERS:**

Name: UNOCAL #6986 (FORMER)  
Address: 5752 MESMER AVE  
City,State,Zip: LOS ANGELES, CA 90230  
Site ID: 202834  
CERS ID: T0603701256  
CERS Description: Leaking Underground Storage Tank Cleanup Site

**Affiliation:**

Affiliation Type Desc: Local Agency Caseworker  
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF  
Entity Title: Not reported  
Affiliation Address: 200 North Main Street, Suite 1780  
Affiliation City: LOS ANGELES  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Regional Board Caseworker  
Entity Name: YUE RONG - LOS ANGELES RWQCB (REGION 4)  
Entity Title: Not reported  
Affiliation Address: 320 W. 4TH ST., SUITE 200  
Affiliation City: Los Angeles  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

107  
North  
1/4-1/2  
0.328 mi.  
1733 ft.

**REFUSE TRANSFER POINT DISPOSAL SITE**  
**6008 SOUTH SEPULVEDA BOULEVARD**  
**CULVER CITY, CA 90230**

**CA SWF/LF S106079137**  
**CA CERS N/A**

**Relative:**  
**Lower**

**LOS ANGELES CO. LF:**

**Actual:**  
**27 ft.**

Name: REFUSE TRANSFER POINT DISPOSAL SITE  
Address: 6008 SOUTH SEPULVEDA BOULEVARD  
City,State,Zip: CULVER CITY, CA 90230  
Site ID: 2221  
Alt. Address: 294 Fox Hills Mall, Culver City, CA  
Site Contact: Not reported  
Site Contact Phone: Not reported  
Site Email: Not reported  
Site Website: Not reported  
Site Type: Unknown  
Site SWIS Number: 19-AA-5254  
Beginning Operation Date: 1952  
Ending Operation Date: 1959  
Local Enforcement Agency: Not reported  
Maximun Depth Fill(Ft): Not reported  
Permitted Capacity: Not reported  
Present Use: Culver City Mall



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**REFUSE TRANSFER POINT DISPOSAL SITE (Continued)**

**S106079137**

Remaining Capacity(Million): Not reported  
Status: Closed  
Waste Accepted: Inert; Residential  
Hours of Operation: Not reported  
Disposal Area (Acre): 0.80000000

**Detail As Of 01/2014:**

Operator Name: Sam Marshall  
Operator Address: Not reported  
Operator City/State/Zip: Not reported  
Operator Contact: Not reported  
Operator Telephone: Not reported  
Operator Email: Not reported  
Owner Name: HBH Associates  
Owner Address: 4350 LA JOLLA DRIVE SUITE 900  
Owner City/State/Zip: SAN DIEGO, CA 92122  
Owner Contact: Not reported  
Owner Telephone: (619) 546-1001  
Owner Email: Not reported

**SWF/LF (SWIS):**

Name: REFUSE TRANSFER POINT DS  
Address: 6008 SOUTH SEPULVEDA BLVD.  
City,State,Zip: CULVER CITY, CA  
Facility ID: 19-AA-5254  
Lat/Long: 33.98434 / -118.3948  
Owner Name: H-B-H Associates  
Owner Telephone: 6195461001  
Owner Address: Not reported  
Owner Address2: 4350 La Jolla Drive # 900  
Owner City,St,Zip: San Diego, CA 92122  
Operational Status: Closed  
Operator: Not reported  
Operator Phone: Not reported  
Operator Address: Not reported  
Operator Address2: Not reported  
Operator City,St,Zip: Not reported  
Permit Date: Not reported  
Permit Status: Not reported  
Permitted Acreage: Not reported  
Activity: Solid Waste Disposal Site  
Regulation Status: Unpermitted  
Landuse Name: Not reported  
GIS Source: Map  
Category: Disposal  
Unit Number: 01  
Inspection Frequency: None  
Accepted Waste: Not reported  
Closure Date: Not reported  
Closure Type: Not reported  
Disposal Acreage: Not reported  
SWIS Num: 19-AA-5254  
Waste Discharge Requirement Num: Not reported  
Program Type: Not reported  
Permitted Throughput with Units: Not reported  
Actual Throughput with Units: Not reported  
Permitted Capacity with Units: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**REFUSE TRANSFER POINT DISPOSAL SITE (Continued)**

**S106079137**

Remaining Capacity: Not reported  
Remaining Capacity with Units: Not reported  
Lat/Long: 33.98434 / -118.3948

**CERS:**

Name: REFUSE TRANSFER POINT DS  
Address: 6008 SOUTH SEPULVEDA BLVD.  
City,State,Zip: CULVER CITY, CA  
Site ID: 511314  
CERS ID: 19-AA-5254  
CERS Description: Solid Waste and Recycle Sites

**Affiliation:**

Affiliation Type Desc: Legal Owner  
Entity Name: H-B-H Associates  
Entity Title: Not reported  
Affiliation Address: Not reported  
Affiliation City: San Diego  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 92122  
Affiliation Phone: 6195461001

108  
NW  
1/4-1/2  
0.331 mi.  
1746 ft.

**Relative:  
Lower**

**Actual:  
22 ft.**

**HILLSIDE MEMORIAL PARK & MORTUARY  
6001 CENTINELA  
CULVER CITY, CA 90045**

**CA LUST S102431391  
CA Cortese N/A  
CA ENF  
CA HIST CORTESE  
CA WDR  
CA CIWQS  
CA CERS**

**LUST:**

Name: HILLSIDE MEMORIAL PARK  
Address: 6001 CENTINELA AVE W  
City,State,Zip: CULVER CITY, CA 90232  
Lead Agency: LOS ANGELES COUNTY  
Case Type: LUST Cleanup Site  
Geo Track: [http://geotracker.waterboards.ca.gov/profile\\_report.asp?global\\_id=T0603703111](http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603703111)  
Global Id: T0603703111  
Latitude: 33.9802279  
Longitude: -118.389348  
Status: Completed - Case Closed  
Status Date: 01/30/1992  
Case Worker: JOA  
RB Case Number: I-05822  
Local Agency: LOS ANGELES COUNTY  
File Location: Not reported  
Local Case Number: Not reported  
Potential Media Affect: Soil  
Potential Contaminants of Concern: Gasoline  
Site History: Not reported

**LUST:**

Global Id: T0603703111  
Contact Type: Local Agency Caseworker  
Contact Name: JOHN AWUJO  
Organization Name: LOS ANGELES COUNTY

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HILLSIDE MEMORIAL PARK & MORTUARY (Continued)**

**S102431391**

Address: 900 S FREMONT AVE  
City: ALHAMBRA  
Email: jawujo@dpw.lacounty.gov  
Phone Number: 6264583507

Global Id: T0603703111  
Contact Type: Regional Board Caseworker  
Contact Name: YUE RONG  
Organization Name: LOS ANGELES RWQCB (REGION 4)  
Address: 320 W. 4TH ST., SUITE 200  
City: Los Angeles  
Email: yrong@waterboards.ca.gov  
Phone Number: Not reported

**LUST:**

Global Id: T0603703111  
Action Type: Other  
Date: 07/17/1990  
Action: Leak Discovery

Global Id: T0603703111  
Action Type: Other  
Date: 07/17/1990  
Action: Leak Stopped

Global Id: T0603703111  
Action Type: Other  
Date: 08/17/1990  
Action: Leak Reported

**LUST:**

Global Id: T0603703111  
Status: Open - Case Begin Date  
Status Date: 07/05/1990

Global Id: T0603703111  
Status: Open - Remediation  
Status Date: 07/05/1990

Global Id: T0603703111  
Status: Open - Site Assessment  
Status Date: 07/05/1990

Global Id: T0603703111  
Status: Open - Site Assessment  
Status Date: 07/17/1990

Global Id: T0603703111  
Status: Open - Remediation  
Status Date: 07/23/1991

Global Id: T0603703111  
Status: Completed - Case Closed  
Status Date: 01/30/1992

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HILLSIDE MEMORIAL PARK & MORTUARY (Continued)**

**S102431391**

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	I-05822	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603703111	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	LA CIENEGA BLVD.	
Enforcement Type:	Informal Enforcement Actions,including Notices of Violations and Staff Enforcement Letters	
Date Leak Discovered:	7/17/1990	
Date Leak First Reported:		8/17/1990
Date Leak Record Entered:	12/4/1990	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	7/17/1990	
Date Case Last Changed on Database:		6/30/1992
Date the Case was Closed:		1/30/1992
How Leak Discovered:	OM	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	BERLIN, BARRY	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		3866.7332219782372040884419291
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:	7/5/1990	
Preliminary Site Assessment Began:	7/17/1990	
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:	7/5/1990	
Remedial Action Underway:	7/23/1991	
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		1/1/1965
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	HILLSIDE MEMORIAL PARK	
RP Address:	6001 CENTINELLA AVE., W., CULVER CITY, 90045	
Program:	LUST	
Lat/Long:	34.0194703 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HILLSIDE MEMORIAL PARK & MORTUARY (Continued)**

**S102431391**

Assigned Name: Not reported  
Summary: OLD CASE #120590-01

**CORTESE:**

Name: HILLSIDE MEMORIAL PARK  
Address: 6001 CENTINELA AVE W  
City,State,Zip: CULVER CITY, CA 90232  
Region: CORTESE  
Envirostor Id: Not reported  
Global ID: T0603703111  
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  
Flag: active  
Order No: Not reported  
Waste Discharge System No: Not reported  
Effective Date: Not reported  
Region 2: Not reported  
WID Id: Not reported  
Solid Waste Id No: Not reported  
Waste Management Uit Name: Not reported  
File Name: Active Open

**ENF:**

Name: HILLSIDE MEMORIAL PARK & MORTUARY  
Address: 6001 CENTINELA  
City,State,Zip: CULVER CITY, CA 90045  
Region: 4  
Facility Id: 231717  
Agency Name: Hillside Memorial Park & Mortuary  
Place Type: Service/Commercial  
Place Subtype: Service/Commercial Site, NEC  
Facility Type: All other facilities  
Agency Type: Privately-Owned Business  
# Of Agencies: 1  
Place Latitude: 33.977395  
Place Longitude: -118.387176  
SIC Code 1: 7261  
SIC Desc 1: Funeral Services and Crematories  
SIC Code 2: Not reported  
SIC Desc 2: Not reported  
SIC Code 3: Not reported  
SIC Desc 3: Not reported  
NAICS Code 1: Not reported  
NAICS Desc 1: Not reported  
NAICS Code 2: Not reported  
NAICS Desc 2: Not reported  
NAICS Code 3: Not reported  
NAICS Desc 3: Not reported  
# Of Places: 1

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HILLSIDE MEMORIAL PARK & MORTUARY (Continued)**

**S102431391**

Source Of Facility:	Reg Meas
Design Flow:	0.49
Threat To Water Quality:	3
Complexity:	C
Pretreatment:	N - POTW does not have EPA approved pretreatment prog.
Facility Waste Type:	Miscellaneous
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	NPDNONMUNIPRCS
Program Category1:	NPDESWW
Program Category2:	NPDESWW
# Of Programs:	1
WDID:	4B196000568
Reg Measure Id:	193522
Reg Measure Type:	Enrollee
Region:	4
Order #:	97-045
Npdes# CA#:	CAG994001
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	N - No
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	400
Status:	Historical
Status Date:	01/29/2010
Effective Date:	03/23/2001
Expiration/Review Date:	Not reported
Termination Date:	03/07/2003
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	Y
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	244294
Region:	4
Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	03/21/2003
Adoption/Issuance Date:	03/21/2003
Achieve Date:	Not reported
Termination Date:	04/21/2003
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	NOV sent 3/21/03 for 7 overdue DMRs.
Description:	NOV sent 3/21/03 for 7 overdue DMRs.
Program:	NPDNONMUNIPRCS
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HILLSIDE MEMORIAL PARK & MORTUARY (Continued)**

**S102431391**

Initial Assessed Amount: 0  
Liability \$ Amount: 0  
Project \$ Amount: 0  
Liability \$ Paid: 0  
Project \$ Completed: 0  
Total \$ Paid/Completed Amount: 0

**HIST CORTESE:**

edr\_fname: HILLSIDE MEMORIAL PARK  
edr\_fadd1: 6001 CENTINELA  
City,State,Zip: CULVER CITY, CA 90045  
Region: CORTESE  
Facility County Code: 19  
Reg By: LTNKA  
Reg Id: I-05822

**WDR:**

Name: HILLSIDE MEMORIAL PARK & MORTUARY  
Address: 6001 CENTINELA  
City,State,Zip: CULVER CITY, CA 90045  
Global ID: WDR100001697  
Status: DRAFT - WDR

**CIWQS:**

Name: HILLSIDE MEMORIAL PARK & MORTUARY  
Address: 6001 CENTINELA  
City,State,Zip: CULVER CITY, CA 90045  
Agency: Hillside Memorial Park & Mortuary  
Agency Address: 6001 Centinela Avenue, Los Angeles, CA 90045  
Place/Project Type: Service/Commercial Site, NEC  
SIC/NAICS: 7261  
Region: 4  
Program: NPDNONMUNIPRCS  
Regulatory Measure Status: Historical  
Regulatory Measure Type: Enrollee  
Order Number: 97-045  
WDID: 4B196000568  
NPDES Number: CAG994001  
Adoption Date: Not reported  
Effective Date: 03/23/2001  
Termination Date: 03/07/2003  
Expiration/Review Date: Not reported  
Design Flow: 0.49  
Major/Minor: Not reported  
Complexity: C  
TTWQ: 3  
Enforcement Actions within 5 years: 0  
Violations within 5 years: 0  
Latitude: 33.977395  
Longitude: -118.387176

**CERS:**

Name: HILLSIDE MEMORIAL PARK & MORTUARY  
Address: 6001 CENTINELA  
City,State,Zip: CULVER CITY, CA 90045



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HILLSIDE MEMORIAL PARK & MORTUARY (Continued)**

**S102431391**

Site ID: 351239  
CERS ID: 231717  
CERS Description: NPDES Wastewater and Stormwater

Violations:

Site ID: 351239  
Site Name: Hillside Memorial Park & Mortuary  
Violation Date: 03-21-2003  
Citation: California Water Code  
Violation Description: Not reported  
Violation Notes: Overdue 1Q02 DMR.  
Violation Division: Water Boards  
Violation Program: NPDNONMUNI  
Violation Source: CIWQS

Site ID: 351239  
Site Name: Hillside Memorial Park & Mortuary  
Violation Date: 03-21-2003  
Citation: California Water Code  
Violation Description: Not reported  
Violation Notes: Overdue 2Q02 DMR.  
Violation Division: Water Boards  
Violation Program: NPDNONMUNI  
Violation Source: CIWQS

Site ID: 351239  
Site Name: Hillside Memorial Park & Mortuary  
Violation Date: 06-04-2003  
Citation: California Water Code  
Violation Description: Not reported  
Violation Notes: 3Q01 DMR submitted 580 days late.  
Violation Division: Water Boards  
Violation Program: NPDNONMUNI  
Violation Source: CIWQS

Site ID: 351239  
Site Name: Hillside Memorial Park & Mortuary  
Violation Date: 06-04-2003  
Citation: California Water Code  
Violation Description: Not reported  
Violation Notes: Overdue 1Q01 DMR: Report was 747 days late..  
Violation Division: Water Boards  
Violation Program: NPDNONMUNI  
Violation Source: CIWQS

Site ID: 351239  
Site Name: Hillside Memorial Park & Mortuary  
Violation Date: 03-21-2003  
Citation: California Water Code  
Violation Description: Not reported  
Violation Notes: Overdue 2Q01 DMR.  
Violation Division: Water Boards  
Violation Program: NPDNONMUNI  
Violation Source: CIWQS

Site ID: 351239  
Site Name: Hillside Memorial Park & Mortuary  
Violation Date: 03-21-2003

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HILLSIDE MEMORIAL PARK & MORTUARY (Continued)**

**S102431391**

Citation: California Water Code  
Violation Description: Not reported  
Violation Notes: Overdue 3Q01 DMR.  
Violation Division: Water Boards  
Violation Program: NPDNONMUNI  
Violation Source: CIWQS

Site ID: 351239  
Site Name: Hillside Memorial Park & Mortuary  
Violation Date: 06-04-2003  
Citation: California Water Code  
Violation Description: Not reported  
Violation Notes: 3Q01 reporting deficiency: No samples collected & analyzed on 7/24/01.  
Violation Division: Water Boards  
Violation Program: NPDNONMUNI  
Violation Source: CIWQS

Site ID: 351239  
Site Name: Hillside Memorial Park & Mortuary  
Violation Date: 03-21-2003  
Citation: California Water Code  
Violation Description: Not reported  
Violation Notes: Overdue 4Q01 DMR.  
Violation Division: Water Boards  
Violation Program: NPDNONMUNI  
Violation Source: CIWQS

Site ID: 351239  
Site Name: Hillside Memorial Park & Mortuary  
Violation Date: 06-04-2003  
Citation: California Water Code  
Violation Description: Not reported  
Violation Notes: 3Q01 reporting deficiency: No samples collected & analyzed on 7/20/01.  
Violation Division: Water Boards  
Violation Program: NPDNONMUNI  
Violation Source: CIWQS

Site ID: 351239  
Site Name: Hillside Memorial Park & Mortuary  
Violation Date: 03-21-2003  
Citation: California Water Code  
Violation Description: Not reported  
Violation Notes: Overdue 4Q02 DMR.  
Violation Division: Water Boards  
Violation Program: NPDNONMUNI  
Violation Source: CIWQS

Site ID: 351239  
Site Name: Hillside Memorial Park & Mortuary  
Violation Date: 06-04-2003  
Citation: California Water Code  
Violation Description: Not reported  
Violation Notes: 3Q01 reporting deficiency: No samples collected & analyzed on 7/18/01.  
Violation Division: Water Boards  
Violation Program: NPDNONMUNI  
Violation Source: CIWQS

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HILLSIDE MEMORIAL PARK & MORTUARY (Continued)**

**S102431391**

Site ID: 351239  
Site Name: Hillside Memorial Park & Mortuary  
Violation Date: 03-21-2003  
Citation: California Water Code  
Violation Description: Not reported  
Violation Notes: Overdue 3Q02 DMR.  
Violation Division: Water Boards  
Violation Program: NPDNONMUNI  
Violation Source: CIWQS

**Enforcement Action:**

Site ID: 351239  
Site Name: Hillside Memorial Park & Mortuary  
Site Address: 6001 CENTINELA  
Site City: CULVER CITY  
Site Zip: 90045  
Enf Action Date: 03-21-2003  
Enf Action Type: Notice of Violation (Water)  
Enf Action Description: Notice of Violation Letter (Informal)  
Enf Action Notes: Not reported  
Enf Action Division: Water Boards  
Enf Action Program: UNSPEC  
Enf Action Source: CIWQS

Name: HILLSIDE MEMORIAL PARK  
Address: 6001 CENTINELA AVE W  
City,State,Zip: CULVER CITY, CA 90232  
Site ID: 231446  
CERS ID: T0603703111  
CERS Description: Leaking Underground Storage Tank Cleanup Site

**Affiliation:**

Affiliation Type Desc: Local Agency Caseworker  
Entity Name: JOHN AWUJO - LOS ANGELES COUNTY  
Entity Title: Not reported  
Affiliation Address: 900 S FREMONT AVE  
Affiliation City: ALHAMBRA  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: 6264583507

Affiliation Type Desc: Regional Board Caseworker  
Entity Name: YUE RONG - LOS ANGELES RWQCB (REGION 4)  
Entity Title: Not reported  
Affiliation Address: 320 W. 4TH ST., SUITE 200  
Affiliation City: Los Angeles  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

EDR ID Number  
EPA ID Number

**U109**  
**NW**  
**1/4-1/2**  
**0.392 mi.**  
**2072 ft.**  
**TREWAX CO**  
**5631 MESMER AVE**  
**CULVER CITY, CA 90230**  
**Site 1 of 2 in cluster U**

**SEMS-ARCHIVE**  
**RCRA-SQG**  
**CA ENVIROSTOR**  
**CA HIST UST**  
**FINDS**  
**ECHO**  
**1000435593**  
**CAD008242240**

**Relative:**  
**Lower**

**Actual:**  
**22 ft.**

SEMS Archive:

Site ID: 0900990  
EPA ID: CAD008242240  
Name: TREWAX CO  
Address: 5631 MESMER AVE  
Address 2: Not reported  
City,State,Zip: CULVER CITY, CA 90230  
Cong District: 28  
FIPS Code: 06037  
FF: N  
NPL: Not on the NPL  
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

SEMS Archive Detail:

Region: 09  
Site ID: 0900990  
EPA ID: CAD008242240  
Site Name: TREWAX CO  
NPL: N  
FF: N  
OU: 00  
Action Code: VS  
Action Name: ARCH SITE  
SEQ: 1  
Start Date: Not reported  
Finish Date: 1985-02-01 06:00:00  
Qual: Not reported  
Current Action Lead: EPA Perf In-Hse

Region: 09  
Site ID: 0900990  
EPA ID: CAD008242240  
Site Name: TREWAX CO  
NPL: N  
FF: N  
OU: 00  
Action Code: DS  
Action Name: DISCVRY  
SEQ: 1  
Start Date: 1980-11-01 05:00:00  
Finish Date: 1980-11-01 05:00:00  
Qual: Not reported  
Current Action Lead: EPA Perf

Region: 09  
Site ID: 0900990  
EPA ID: CAD008242240  
Site Name: TREWAX CO  
NPL: N  
FF: N  
OU: 00  
Action Code: PA  
Action Name: PA

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TREWAX CO (Continued)**

**1000435593**

SEQ: 1  
Start Date: 1984-03-01 05:00:00  
Finish Date: 1985-02-01 06:00:00  
Qual: N  
Current Action Lead: St Perf

**RCRA-SQG:**

Date form received by agency: 1996-09-01 00:00:00.0  
Facility name: TREWAX CO  
Facility address: 5631 MESMER AVE  
CULVER CITY, CA 90230  
EPA ID: CAD008242240  
Mailing address: 11558 SOUTH STREET SUITE 41  
CERRITOS, CA 90701  
Contact: Not reported  
Contact address: Not reported  
Not reported  
Contact country: US  
Contact telephone: Not reported  
Contact email: Not reported  
EPA Region: 09  
Classification: Small Small Quantity Generator  
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

**Owner/Operator Summary:**

Owner/operator name: NOT REQUIRED  
Owner/operator address: NOT REQUIRED  
NOT REQUIRED, ME 99999  
Owner/operator country: Not reported  
Owner/operator telephone: 415-555-1212  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Private  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Owner/operator name: GROW GROUP INC  
Owner/operator address: NOT REQUIRED  
NOT REQUIRED, ME 99999  
Owner/operator country: Not reported  
Owner/operator telephone: 415-555-1212  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Private  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TREWAX CO (Continued)**

**1000435593**

Handler Activities Summary:

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Historical Generators:

Date form received by agency: 1980-11-20 00:00:00.0  
Site name: TREWAX CO  
Classification: Large Quantity Generator

Violation Status: No violations found

ENVIROSTOR:

Name: TREWAX CO  
Address: 5631 S MESMER AVE  
City,State,Zip: CULVER CITY, CA 90230  
Facility ID: 19280966  
Status: Refer: Other Agency  
Status Date: 01/19/1984  
Site Code: Not reported  
Site Type: Historical  
Site Type Detailed: \* Historical  
Acres: Not reported  
NPL: NO  
Regulatory Agencies: NONE SPECIFIED  
Lead Agency: NONE SPECIFIED  
Program Manager: Not reported  
Supervisor: \* Mmonroy  
Division Branch: Cleanup Chatsworth  
Assembly: 62  
Senate: 26  
Special Program: \* RCRA 3012 - Past Haz Waste Disp Inven Site  
Restricted Use: NO  
Site Mgmt Req: NONE SPECIFIED  
Funding: Not reported  
Latitude: 33.98527  
Longitude: -118.4006  
APN: 4220014031  
Past Use: NONE SPECIFIED  
Potential COC: \* HOUSEHOLD WASTES \* EMPTY PESTICIDE CONTAINERS, 30 GALLONS OR MORE  
\* UNSPECIFIED AQUEOUS SOLUTION  
Confirmed COC: NONE SPECIFIED  
Potential Description: NONE SPECIFIED  
Alias Name: 4220014031  
Alias Type: APN

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TREWAX CO (Continued)**

**1000435593**

Alias Name: CAD008242240  
Alias Type: EPA Identification Number  
Alias Name: 19280966  
Alias Type: Envirostor ID Number

**Completed Info:**

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Site Screening  
Completed Date: 10/25/1994  
Comments: Database verification project confirms NFA for DTSC.

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Preliminary Assessment Report  
Completed Date: 01/19/1984  
Comments: FACILITY DRIVE-BY FENCE ENCLOSURE 18-20FT HIGH HOLDING TANKS ABOVE GROUND. (3012 STAFF) T/C W/ J.R.MOORHEAD,213-390-9459,1/9/84 1)SOURCE ACT: BLENDING OF WAXES;PACKAG 2)YR OF ACT: 1949 TO PRESENT WASTE: DIBUTY/PHTHALATE,ORGANICS. ON- SITE CESSPOOLS IN USE. SUBMIT TO EPA PRELIM ASSESS DONE RCRA 3012

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: \* Discovery  
Completed Date: 10/11/1983  
Comments: FACILITY IDENTIFIED ID FROM ERRIS

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: \* Discovery  
Completed Date: 10/05/1982  
Comments: FACILITY IDENTIFIED L.A. CHAM OF COMM BUS DIR 1966 CO MAKES FLOOR WAXES

Future Area Name: Not reported  
Future Sub Area Name: Not reported  
Future Document Type: Not reported  
Future Due Date: Not reported  
Schedule Area Name: Not reported  
Schedule Sub Area Name: Not reported  
Schedule Document Type: Not reported  
Schedule Due Date: Not reported  
Schedule Revised Date: Not reported

**HIST UST:**

Name: TREWAX COMPANY  
Address: 5631 MESMER AVE  
City,State,Zip: CULVER CITY, CA 90230  
File Number: 00026CBD  
URL: <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026CBD.pdf>  
Region: STATE  
Facility ID: 00000006413  
Facility Type: Other  
Other Type: MFG. WAXES & CLEANER  
Contact Name: Not reported  
Telephone: 2136950761



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TREWAX CO (Continued)**

**1000435593**

Owner Name: H. F. MESMER PROPERTIES, A PAR  
Owner Address: 1060 HILTS AVE.  
Owner City,St,Zip: LOS ANGELES, CA 90024  
Total Tanks: 0005

Tank Num: 001  
Container Num: 1  
Year Installed: Not reported  
Tank Capacity: 00010000  
Tank Used for: PRODUCT  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: Stock Inventor

Tank Num: 002  
Container Num: 2  
Year Installed: Not reported  
Tank Capacity: 00007500  
Tank Used for: PRODUCT  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: Stock Inventor

Tank Num: 003  
Container Num: 3  
Year Installed: Not reported  
Tank Capacity: 00001000  
Tank Used for: WASTE  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 004  
Container Num: 4  
Year Installed: Not reported  
Tank Capacity: 00001000  
Tank Used for: WASTE  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 005  
Container Num: 11818  
Year Installed: Not reported  
Tank Capacity: 00010000  
Tank Used for: PRODUCT  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: Stock Inventor

[Click here for Geo Tracker PDF:](#)

**FINDS:**

Registry ID: 110002630582

[Click Here:](#)

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**TREWAX CO (Continued)**

**1000435593**

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: 1000435593  
Registry ID: 110002630582  
DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110002630582>  
Name: TREWAX CO  
Address: 5631 MESMER AVE  
City,State,Zip: CULVER CITY, CA 90230

V110  
WNW  
1/4-1/2  
0.394 mi.  
2080 ft.

**RAYTHEON SYSTEMS CO  
CENTINELA AND TEALE STREETS  
CULVER CITY, CA 90230**

**RCRA-TSDF  
RCRA-SQG  
CA ENVIROSTOR  
CA HIST UST**

**1000240980  
CAD008286221**

**Site 1 of 4 in cluster V**

**Relative:  
Lower  
Actual:  
21 ft.**

RCRA-TSDF:

Date form received by agency: 1998-02-04 00:00:00.0  
Facility name: RAYTHEON SYSTEMS CO  
Facility address: CENTINELA AND TEALE STREETS  
CULVER CITY, CA 90230-0000  
EPA ID: CAD008286221  
Mailing address: P.O. BOX NINETY SECOND THOUSAN  
LOS ANGELES, CA 90009  
Contact: WENDELL SUYAMA  
Contact address: P O BOX 902 BLDG E4 N185  
EL SEGUNDO, CA 90245-0902  
Contact country: US  
Contact telephone: 310-616-6577  
Contact email: Not reported  
EPA Region: 09  
Land type: Private  
Classification: TSDF  
Description: Handler is engaged in the treatment, storage or disposal of hazardous waste

Owner/Operator Summary:

Owner/operator name: RAYTHEON CO  
Owner/operator address: 141 SPRING ST  
LEXINGTON, MA 02173  
Owner/operator country: Not reported  
Owner/operator telephone: 781-860-2590  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Private  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**RAYTHEON SYSTEMS CO (Continued)**

**1000240980**

Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Historical Generators:

Date form received by agency: 1998-02-04 00:00:00.0  
Site name: RAYTHEON SYSTEMS CO  
Classification: Large Quantity Generator

Date form received by agency: 1998-02-04 00:00:00.0  
Site name: RAYTHEON SYSTEMS CO  
Classification: Large Quantity Generator

Date form received by agency: 1993-09-29 00:00:00.0  
Site name: RAYTHEON SYSTEMS CO  
Classification: Not a generator, verified

Date form received by agency: 1986-02-25 00:00:00.0  
Site name: RAYTHEON SYSTEMS CO  
Classification: Not a generator, verified

Corrective Action Summary:

Event date: 1990-01-01 00:00:00.0  
Event: LEAD AGENCY DETERMINATION

Facility Has Received Notices of Violations:

Regulation violated: Not reported  
Area of violation: TSD - Closure/Post-Closure  
Date violation determined: 1986-10-14 00:00:00.0  
Date achieved compliance: 1987-04-20 00:00:00.0  
Violation lead agency: State  
Enforcement action: WRITTEN INFORMAL  
Enforcement action date: 1986-12-05 00:00:00.0  
Enf. disposition status: Not reported  
Enf. disp. status date: Not reported  
Enforcement lead agency: State  
Proposed penalty amount: Not reported  
Final penalty amount: Not reported  
Paid penalty amount: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**RAYTHEON SYSTEMS CO (Continued)**

**1000240980**

Evaluation Action Summary:

Evaluation date: 1986-11-04 00:00:00.0  
Evaluation: FINANCIAL RECORD REVIEW  
Area of violation: Not reported  
Date achieved compliance: Not reported  
Evaluation lead agency: State  
  
Evaluation date: 1986-10-14 00:00:00.0  
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE  
Area of violation: TSD - Closure/Post-Closure  
Date achieved compliance: 1987-04-20 00:00:00.0  
Evaluation lead agency: State

RCRA-SQG:

Date form received by agency: 1998-02-04 00:00:00.0  
Facility name: RAYTHEON SYSTEMS CO  
Facility address: CENTINELA AND TEALE STREETS  
CULVER CITY, CA 90230-0000  
EPA ID: CAD008286221  
Mailing address: P.O. BOX NINETY SECOND THOUSAN  
LOS ANGELES, CA 90009  
Contact: WENDELL SUYAMA  
Contact address: P O BOX 902 BLDG E4 N185  
EL SEGUNDO, CA 90245-0902  
Contact country: US  
Contact telephone: 310-616-6577  
Contact email: Not reported  
EPA Region: 09  
Land type: Private  
Classification: TSDF  
Description: Handler is engaged in the treatment, storage or disposal of hazardous waste

Owner/Operator Summary:

Owner/operator name: RAYTHEON CO  
Owner/operator address: 141 SPRING ST  
LEXINGTON, MA 02173  
Owner/operator country: Not reported  
Owner/operator telephone: 781-860-2590  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Private  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**RAYTHEON SYSTEMS CO (Continued)**

**1000240980**

Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Historical Generators:

Date form received by agency: 1998-02-04 00:00:00.0  
Site name: RAYTHEON SYSTEMS CO  
Classification: Large Quantity Generator

Date form received by agency: 1998-02-04 00:00:00.0  
Site name: RAYTHEON SYSTEMS CO  
Classification: Large Quantity Generator

Date form received by agency: 1993-09-29 00:00:00.0  
Site name: RAYTHEON SYSTEMS CO  
Classification: Not a generator, verified

Date form received by agency: 1986-02-25 00:00:00.0  
Site name: RAYTHEON SYSTEMS CO  
Classification: Not a generator, verified

Corrective Action Summary:

Event date: 1990-01-01 00:00:00.0  
Event: LEAD AGENCY DETERMINATION

Facility Has Received Notices of Violations:

Regulation violated: Not reported  
Area of violation: TSD - Closure/Post-Closure  
Date violation determined: 1986-10-14 00:00:00.0  
Date achieved compliance: 1987-04-20 00:00:00.0  
Violation lead agency: State  
Enforcement action: WRITTEN INFORMAL  
Enforcement action date: 1986-12-05 00:00:00.0  
Enf. disposition status: Not reported  
Enf. disp. status date: Not reported  
Enforcement lead agency: State  
Proposed penalty amount: Not reported  
Final penalty amount: Not reported  
Paid penalty amount: Not reported

Evaluation Action Summary:

Evaluation date: 1986-11-04 00:00:00.0  
Evaluation: FINANCIAL RECORD REVIEW  
Area of violation: Not reported  
Date achieved compliance: Not reported  
Evaluation lead agency: State

Evaluation date: 1986-10-14 00:00:00.0  
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE  
Area of violation: TSD - Closure/Post-Closure  
Date achieved compliance: 1987-04-20 00:00:00.0

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**RAYTHEON SYSTEMS CO (Continued)**

**1000240980**

Evaluation lead agency: State

**ENVIROSTOR:**

Name: HUGHES HELICOPTERS  
Address: CENTINELA AVENUE & TEALE STREET  
City,State,Zip: CULVER CITY, CA 90230  
Facility ID: 19370259  
Status: Refer: RWQCB  
Status Date: 05/01/1995  
Site Code: Not reported  
Site Type: Historical  
Site Type Detailed: \* Historical  
Acres: Not reported  
NPL: NO  
Regulatory Agencies: NONE SPECIFIED  
Lead Agency: NONE SPECIFIED  
Program Manager: Not reported  
Supervisor: \* Mmonroy  
Division Branch: Cleanup Chatsworth  
Assembly: 62  
Senate: 26  
Special Program: Not reported  
Restricted Use: NO  
Site Mgmt Req: NONE SPECIFIED  
Funding: Not reported  
Latitude: 33.98388  
Longitude: -118.4019  
APN: NONE SPECIFIED  
Past Use: NONE SPECIFIED  
Potential COC: \* HALOGENATED SOLVENTS \* HYDROCARBON SOLVENTS \* OXYGENATED SOLVENTS  
\* UNSPECIFIED ACID SOLUTION \* WASTE OIL & MIXED OIL  
Confirmed COC: NONE SPECIFIED  
Potential Description: NONE SPECIFIED  
Alias Name: HUGHES AIRCRAFT CO  
Alias Type: Alternate Name  
Alias Name: HUGHES TOOL CO AIRCRAFT DIV  
Alias Type: Alternate Name  
Alias Name: CAD008286221  
Alias Type: EPA Identification Number  
Alias Name: CAD040360745  
Alias Type: EPA Identification Number  
Alias Name: 110008260620  
Alias Type: EPA (FRS #)  
Alias Name: CAX000149450  
Alias Type: HWTS Identification Code  
Alias Name: 19370259  
Alias Type: Envirostor ID Number

**Completed Info:**

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Site Screening  
Completed Date: 05/01/1995  
Comments: 01/26/94 Site now about 2 yrs into remediation. Proj. Mgr. (RWQCB) is Elijah Hill, (213) 266-7575. Remediation involves groundwater pumping and stripping of volatile organics. 10/17/94 RWQCB lead. NFA for DTSC.

Completed Area Name: PROJECT WIDE

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**RAYTHEON SYSTEMS CO (Continued)**

**1000240980**

Completed Sub Area Name: Not reported  
Completed Document Type: Site Screening  
Completed Date: 03/06/1995  
Comments: DATABASE VALIDATION PROGRAM CONFIRMS NFA FOR DTSC.

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Site Screening  
Completed Date: 12/14/1987  
Comments: SITE SCREENING DONE FIT CONCLUDED HIGH LEVELS OF CONTAMINANT FOUND IN THE MONITORING WELLS; WARRANT FURTHER INVESTIGATION OF THE SITE; HIGH PRIORITY SI

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Site Screening  
Completed Date: 04/08/1987  
Comments: SAMPLE RESULTS HIGH LEVELS TCE, TOLUENE, ETHYLBENZENE, BENZENE, VINYL CHLORIDE IN G-WATER SITE SCREENING DONE

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: \* Discovery  
Completed Date: 10/08/1982  
Comments: FACILITY IDENTIFIED L.A. CHAM OF COMM BUS DIR 1966 MFRS HELICOPTERS AND ARMAMENTS

Future Area Name: Not reported  
Future Sub Area Name: Not reported  
Future Document Type: Not reported  
Future Due Date: Not reported  
Schedule Area Name: Not reported  
Schedule Sub Area Name: Not reported  
Schedule Document Type: Not reported  
Schedule Due Date: Not reported  
Schedule Revised Date: Not reported

**HIST UST:**

Name: HUGHES HELICOPTERS INC.  
Address: CENTINELA & TEALE STREETS  
City,State,Zip: CULVER CITY, CA 90230  
File Number: Not reported  
URL: Not reported  
Region: STATE  
Facility ID: 00000029585  
Facility Type: Other  
Other Type: Not reported  
Contact Name: Not reported  
Telephone: 2133054183  
Owner Name: PLAYA VISTA CORPORATION  
Owner Address: P.O. BOX 14000  
Owner City,St,Zip: LAS VEGAS, NV 89156  
Total Tanks: 0029

Tank Num: 001  
Container Num: (31)  
Year Installed: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**RAYTHEON SYSTEMS CO (Continued)**

**1000240980**

Tank Capacity: 00005000  
Tank Used for: PRODUCT  
Type of Fuel: 06  
Container Construction Thickness: Not reported  
Leak Detection: Visual

Tank Num: 002  
Container Num: (3)  
Year Installed: Not reported  
Tank Capacity: 00000190  
Tank Used for: PRODUCT  
Type of Fuel: 06  
Container Construction Thickness: Not reported  
Leak Detection: Visual

Tank Num: 003  
Container Num: 001  
Year Installed: 1965  
Tank Capacity: 00012000  
Tank Used for: PRODUCT  
Type of Fuel: 06  
Container Construction Thickness: Not reported  
Leak Detection: Visual

Tank Num: 004  
Container Num: (14)  
Year Installed: Not reported  
Tank Capacity: 00020000  
Tank Used for: PRODUCT  
Type of Fuel: PREMIUM  
Container Construction Thickness: Not reported  
Leak Detection: Visual

Tank Num: 005  
Container Num: (15)  
Year Installed: Not reported  
Tank Capacity: 00020000  
Tank Used for: PRODUCT  
Type of Fuel: DIESEL  
Container Construction Thickness: Not reported  
Leak Detection: Visual

Tank Num: 006  
Container Num: (16)  
Year Installed: Not reported  
Tank Capacity: 00010000  
Tank Used for: PRODUCT  
Type of Fuel: DIESEL  
Container Construction Thickness: Not reported  
Leak Detection: Visual

Tank Num: 007  
Container Num: (17)  
Year Installed: Not reported  
Tank Capacity: 00015000  
Tank Used for: PRODUCT  
Type of Fuel: DIESEL



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**RAYTHEON SYSTEMS CO (Continued)**

**1000240980**

Container Construction Thickness: Not reported  
Leak Detection: Visual

Tank Num: 008  
Container Num: (18)  
Year Installed: Not reported  
Tank Capacity: 00015000  
Tank Used for: PRODUCT  
Type of Fuel: DIESEL  
Container Construction Thickness: Not reported  
Leak Detection: Visual

Tank Num: 009  
Container Num: (19)  
Year Installed: Not reported  
Tank Capacity: 00015000  
Tank Used for: PRODUCT  
Type of Fuel: DIESEL  
Container Construction Thickness: Not reported  
Leak Detection: Visual

Tank Num: 010  
Container Num: (20)  
Year Installed: Not reported  
Tank Capacity: 00000500  
Tank Used for: PRODUCT  
Type of Fuel: UNLEADED  
Container Construction Thickness: Not reported  
Leak Detection: Visual

Tank Num: 011  
Container Num: (22)  
Year Installed: Not reported  
Tank Capacity: 00000000  
Tank Used for: WASTE  
Type of Fuel: WASTE OIL  
Container Construction Thickness: Not reported  
Leak Detection: Visual

Tank Num: 012  
Container Num: (23) A  
Year Installed: 1975  
Tank Capacity: 00009950  
Tank Used for: PRODUCT  
Type of Fuel: UNLEADED  
Container Construction Thickness: Not reported  
Leak Detection: Visual

Tank Num: 013  
Container Num: (23) B  
Year Installed: 1975  
Tank Capacity: 00009950  
Tank Used for: PRODUCT  
Type of Fuel: PREMIUM  
Container Construction Thickness: Not reported  
Leak Detection: Visual

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**RAYTHEON SYSTEMS CO (Continued)**

**1000240980**

Tank Num: 014  
Container Num: (24)  
Year Installed: Not reported  
Tank Capacity: 00005000  
Tank Used for: PRODUCT  
Type of Fuel: DIESEL  
Container Construction Thickness: Not reported  
Leak Detection: Visual

Tank Num: 015  
Container Num: (25)  
Year Installed: Not reported  
Tank Capacity: 00005000  
Tank Used for: PRODUCT  
Type of Fuel: DIESEL  
Container Construction Thickness: Not reported  
Leak Detection: Visual

Tank Num: 016  
Container Num: (26)  
Year Installed: Not reported  
Tank Capacity: 00000500  
Tank Used for: PRODUCT  
Type of Fuel: REGULAR  
Container Construction Thickness: Not reported  
Leak Detection: Visual

Tank Num: 017  
Container Num: (27)  
Year Installed: Not reported  
Tank Capacity: 00000500  
Tank Used for: PRODUCT  
Type of Fuel: REGULAR  
Container Construction Thickness: Not reported  
Leak Detection: Visual

Tank Num: 018  
Container Num: (28)  
Year Installed: Not reported  
Tank Capacity: 00000300  
Tank Used for: PRODUCT  
Type of Fuel: 06  
Container Construction Thickness: Not reported  
Leak Detection: Visual

Tank Num: 019  
Container Num: (29) A  
Year Installed: Not reported  
Tank Capacity: 00010000  
Tank Used for: PRODUCT  
Type of Fuel: 06  
Container Construction Thickness: Not reported  
Leak Detection: Visual

Tank Num: 020  
Container Num: (29) B  
Year Installed: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**RAYTHEON SYSTEMS CO (Continued)**

**1000240980**

Tank Capacity: 00010000  
Tank Used for: PRODUCT  
Type of Fuel: 06  
Container Construction Thickness: Not reported  
Leak Detection: Visual

Tank Num: 021  
Container Num: (29) C  
Year Installed: Not reported  
Tank Capacity: 00010000  
Tank Used for: PRODUCT  
Type of Fuel: 06  
Container Construction Thickness: Not reported  
Leak Detection: Visual

Tank Num: 022  
Container Num: (29) D  
Year Installed: Not reported  
Tank Capacity: 00010000  
Tank Used for: PRODUCT  
Type of Fuel: 06  
Container Construction Thickness: Not reported  
Leak Detection: Visual

Tank Num: 023  
Container Num: (29) E  
Year Installed: Not reported  
Tank Capacity: 00010000  
Tank Used for: PRODUCT  
Type of Fuel: 06  
Container Construction Thickness: Not reported  
Leak Detection: Visual

Tank Num: 024  
Container Num: (29) F  
Year Installed: Not reported  
Tank Capacity: 00011800  
Tank Used for: PRODUCT  
Type of Fuel: DIESEL  
Container Construction Thickness: Not reported  
Leak Detection: Visual

Tank Num: 025  
Container Num: (30)  
Year Installed: Not reported  
Tank Capacity: 00010000  
Tank Used for: PRODUCT  
Type of Fuel: 06  
Container Construction Thickness: Not reported  
Leak Detection: Visual

Tank Num: 026  
Container Num: (29)J  
Year Installed: Not reported  
Tank Capacity: 00011800  
Tank Used for: PRODUCT  
Type of Fuel: DIESEL

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**RAYTHEON SYSTEMS CO (Continued)**

**1000240980**

Container Construction Thickness: Not reported  
Leak Detection: Visual

Tank Num: 027  
Container Num: (29) H  
Year Installed: Not reported  
Tank Capacity: 00011800  
Tank Used for: PRODUCT  
Type of Fuel: DIESEL  
Container Construction Thickness: Not reported  
Leak Detection: Visual

Tank Num: 028  
Container Num: (29) I  
Year Installed: Not reported  
Tank Capacity: 00011800  
Tank Used for: PRODUCT  
Type of Fuel: DIESEL  
Container Construction Thickness: Not reported  
Leak Detection: None

Tank Num: 029  
Container Num: (29) G  
Year Installed: Not reported  
Tank Capacity: 00011800  
Tank Used for: WASTE  
Type of Fuel: DIESEL  
Container Construction Thickness: Not reported  
Leak Detection: Visual

111  
North  
1/4-1/2  
0.417 mi.  
2200 ft.

**IDEAL METAL SITE**  
**5620 SELMARINE DR**  
**CULVER CITY, CA 90230**

**CA LUST**  
**CA Cortese**  
**CA HIST CORTESE**  
**CA LOS ANGELES CO. HMS**  
**CA CERS**

**S102431614**  
**N/A**

**Relative:**  
**Higher**

**Actual:**  
**30 ft.**

LUST:

Name: IDEAL METAL SITE  
Address: 5620 SELMARINE DR  
City,State,Zip: CULVER CITY, CA 90230  
Lead Agency: LOS ANGELES RWQCB (REGION 4)  
Case Type: LUST Cleanup Site  
Geo Track: [http://geotracker.waterboards.ca.gov/profile\\_report.asp?global\\_id=T0603701250](http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603701250)  
Global Id: T0603701250  
Latitude: 33.9879446  
Longitude: -118.3973579  
Status: Completed - Case Closed  
Status Date: 10/26/1989  
Case Worker: YR  
RB Case Number: 902300052  
Local Agency: LOS ANGELES COUNTY  
File Location: Not reported  
Local Case Number: Not reported  
Potential Media Affect: Aquifer used for drinking water supply  
Potential Contaminants of Concern: Gasoline  
Site History: Not reported

LUST:

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**IDEAL METAL SITE (Continued)**

**S102431614**

Global Id: T0603701250  
Contact Type: Local Agency Caseworker  
Contact Name: JOHN AWUJO  
Organization Name: LOS ANGELES COUNTY  
Address: 900 S FREMONT AVE  
City: ALHAMBRA  
Email: jawujo@dpw.lacounty.gov  
Phone Number: 6264583507

Global Id: T0603701250  
Contact Type: Regional Board Caseworker  
Contact Name: YUE RONG  
Organization Name: LOS ANGELES RWQCB (REGION 4)  
Address: 320 W. 4TH ST., SUITE 200  
City: Los Angeles  
Email: yrong@waterboards.ca.gov  
Phone Number: Not reported

**LUST:**

Global Id: T0603701250  
Action Type: Other  
Date: 05/07/1987  
Action: Leak Reported

**LUST:**

Global Id: T0603701250  
Status: Open - Case Begin Date  
Status Date: 05/07/1987

Global Id: T0603701250  
Status: Open - Site Assessment  
Status Date: 01/07/1988

Global Id: T0603701250  
Status: Completed - Case Closed  
Status Date: 10/26/1989

**LUST REG 4:**

Region: 4  
Regional Board: 04  
County: Los Angeles  
Facility Id: 902300052  
Status: Case Closed  
Substance: Gasoline  
Substance Quantity: Not reported  
Local Case No: Not reported  
Case Type: Groundwater  
Abatement Method Used at the Site: Not reported  
Global ID: T0603701250  
W Global ID: Not reported  
Staff: UNK  
Local Agency: 19000  
Cross Street: MCDONALD  
Enforcement Type: Not reported  
Date Leak Discovered: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**IDEAL METAL SITE (Continued)**

**S102431614**

Date Leak First Reported: 5/7/1987  
Date Leak Record Entered: 1/7/1988  
Date Confirmation Began: Not reported  
Date Leak Stopped: Not reported  
Date Case Last Changed on Database: 7/14/1988  
Date the Case was Closed: 10/26/1989  
How Leak Discovered: Not reported  
How Leak Stopped: Not reported  
Cause of Leak: Not reported  
Leak Source: Not reported  
Operator: Not reported  
Water System: Not reported  
Well Name: Not reported  
Approx. Dist To Production Well (ft): 11202.737388449557917598951156  
Source of Cleanup Funding: Not reported  
Preliminary Site Assessment Workplan Submitted: Not reported  
Preliminary Site Assessment Began: Not reported  
Pollution Characterization Began: 1/7/1988  
Remediation Plan Submitted: Not reported  
Remedial Action Underway: Not reported  
Post Remedial Action Monitoring Began: Not reported  
Enforcement Action Date: Not reported  
Historical Max MTBE Date: Not reported  
Hist Max MTBE Conc in Groundwater: Not reported  
Hist Max MTBE Conc in Soil: Not reported  
Significant Interim Remedial Action Taken: Not reported  
GW Qualifier: Not reported  
Soil Qualifier: Not reported  
Organization: Not reported  
Owner Contact: Not reported  
Responsible Party: BLANK RP  
RP Address: Not reported  
Program: LUST  
Lat/Long: 33.9882322 / -1  
Local Agency Staff: Not reported  
Beneficial Use: Not reported  
Priority: Not reported  
Cleanup Fund Id: Not reported  
Suspended: Not reported  
Assigned Name: Not reported  
Summary: TANK AND CONTAMINATED SOIL REMOVED. REMEDIAL INVESTIGATION IN PROGRESS.

**CORTESE:**

Name: IDEAL METAL SITE  
Address: 5620 SELMARINE DR  
City,State,Zip: CULVER CITY, CA 90230  
Region: CORTESE  
Envirostor Id: Not reported  
Global ID: T0603701250  
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

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**IDEAL METAL SITE (Continued)**

**S102431614**

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

**HIST CORTESE:**

edr\_fname: IDEAL METAL SITE  
edr\_fadd1: 5620 SELMARAIN  
City,State,Zip: CULVER CITY, CA 90230  
Region: CORTESE  
Facility County Code: 19  
Reg By: LTNKA  
Reg Id: 902300052

**LOS ANGELES CO. HMS:**

Name: IDEAL METALS/BULL MOOSE DEL CO  
Address: 5620 SELMARAIN DR  
City,State,Zip: CULVER CITY, CA 90230  
Region: LA  
Permit Category: Not reported  
Facility Id: 012976-013232  
Facility Type: Not reported  
Facility Status: Removed  
Area: 2M  
Permit Number: Not reported  
Permit Status: Not reported

**CERS:**

Name: IDEAL METAL SITE  
Address: 5620 SELMARAIN DR  
City,State,Zip: CULVER CITY, CA 90230  
Site ID: 212563  
CERS ID: T0603701250  
CERS Description: Leaking Underground Storage Tank Cleanup Site

**Affiliation:**

Affiliation Type Desc: Local Agency Caseworker  
Entity Name: JOHN AWUJO - LOS ANGELES COUNTY  
Entity Title: Not reported  
Affiliation Address: 900 S FREMONT AVE  
Affiliation City: ALHAMBRA  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: 6264583507  
  
Affiliation Type Desc: Regional Board Caseworker  
Entity Name: YUE RONG - LOS ANGELES RWQCB (REGION 4)  
Entity Title: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**IDEAL METAL SITE (Continued)**

**S102431614**

Affiliation Address: 320 W. 4TH ST., SUITE 200  
Affiliation City: Los Angeles  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

**V112 HUGHES AIRCRAFT COMPANY CULVER CITY**  
**WNW CENTINELA AND TEALE STREETS**  
**1/4-1/2 CULVER CITY, CA 90230**

**CA HWP S109467238**  
**N/A**

**0.418 mi.**  
**2209 ft.**

**Site 2 of 4 in cluster V**

**Relative:**  
**Lower**

**Actual:**  
**21 ft.**

HWP:  
Name: HUGHES AIRCRAFT COMPANY CULVER CITY  
Address: CENTINELA AND TEALE STREETS  
City,State,Zip: CULVER CITY, CA 902300000  
EPA Id: CAD008286221  
Cleanup Status: PROTECTIVE FILER  
Latitude: 33.98401  
Longitude: -118.4023  
Facility Type: Historical - Non-Operating  
Facility Size: Not reported  
Team: Not reported  
Supervisor: Not reported  
Site Code: Not reported  
Assembly District: 62  
Senate District: 26  
Public Information Officer: Not reported  
Public Information Officer: Not reported

Activities:  
EPA Id: CAD008286221  
Facility Type: Historical - Non-Operating  
Unit Names: CONTAIN1  
Event Description: Protective Filer Status - PROTECTIVE FILER (RECEIVED)  
Actual Date: 04/20/1987

EPA Id: CAD008286221  
Facility Type: Historical - Non-Operating  
Unit Names: CONTAIN1  
Event Description: Protective Filer Status - PROTECTIVE FILER (APPROVED)  
Actual Date: 07/21/1988

Alias:  
EPA Id: CAD008286221  
Facility Type: Historical - Non-Operating  
Alias Type: FRS  
Alias: 110008260620

EPA Id: CAD008286221  
Facility Type: Historical - Non-Operating  
Alias Type: Envirostor ID Number  
Alias: 19370259



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

V113  
WNW  
1/4-1/2  
0.420 mi.  
2216 ft.

HUGHES AIRCRAFT COMPANY CULVER CITY  
CENTINELA AND TEALE STREETS  
CULVER CITY, CA 90230

CA ENVIROSTOR  
CA CERS

S109548326  
N/A

Site 3 of 4 in cluster V

Relative:  
Lower

ENVIROSTOR:

Actual:  
21 ft.

Name: HUGHES AIRCRAFT COMPANY CULVER CITY  
Address: CENTINELA AND TEALE STREETS  
City,State,Zip: CULVER CITY, CA 902300000  
Facility ID: 80001544  
Status: Inactive - Needs Evaluation  
Status Date: 11/01/2018  
Site Code: Not reported  
Site Type: Corrective Action  
Site Type Detailed: Corrective Action  
Acres: 0  
NPL: NO  
Regulatory Agencies: NONE SPECIFIED  
Lead Agency: NONE SPECIFIED  
Program Manager: Katherine Gould  
Supervisor: \* Unknown  
Division Branch: Cleanup Chatsworth  
Assembly: 62  
Senate: 26  
Special Program: Not reported  
Restricted Use: NO  
Site Mgmt Req: NONE SPECIFIED  
Funding: Not reported  
Latitude: 33.98401  
Longitude: -118.4023  
APN: NONE SPECIFIED  
Past Use: NONE SPECIFIED  
Potential COC: NONE SPECIFIED  
Confirmed COC: NONE SPECIFIED  
Potential Description: NONE SPECIFIED  
Alias Name: CAD008286221  
Alias Type: EPA Identification Number  
Alias Name: 110008260620  
Alias Type: EPA (FRS #)  
Alias Name: 19370259  
Alias Type: Envirostor ID Number  
Alias Name: 80001544  
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: Not reported  
Completed Sub Area Name: Not reported  
Completed Document Type: Not reported  
Completed Date: Not reported  
Comments: Not reported

Future Area Name: Not reported  
Future Sub Area Name: Not reported  
Future Document Type: Not reported  
Future Due Date: Not reported  
Schedule Area Name: Not reported  
Schedule Sub Area Name: Not reported  
Schedule Document Type: Not reported  
Schedule Due Date: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HUGHES AIRCRAFT COMPANY CULVER CITY (Continued)**

**S109548326**

Schedule Revised Date: Not reported

**CERS:**

Name: HUGHES AIRCRAFT COMPANY CULVER CITY  
Address: CENTINELA AND TEALE STREETS  
City,State,Zip: CULVER CITY, CA 902300000  
Site ID: 191037  
CERS ID: CAD008286221  
CERS Description: Hazardous Waste

**Affiliation:**

Affiliation Type Desc: Facility Contact  
Entity Name: WENDELL SUYAMA  
Entity Title: Not reported  
Affiliation Address: INACT PER 98VQ FINAL NOTICE- BATCH 4/27  
Affiliation City: EL SEGUNDO  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: 902450902  
Affiliation Phone: 3105686740

Affiliation Type Desc: Facility Owner  
Entity Name: SUMMA CORPORATION  
Entity Title: Not reported  
Affiliation Address: PO BOX 14000  
Affiliation City: LAS VEGAS  
Affiliation State: NV  
Affiliation Country: Not reported  
Affiliation Zip: 891560000  
Affiliation Phone: 7027330123

**V114**  
**WNW**  
**1/4-1/2**  
**0.423 mi.**  
**2235 ft.**  
**HUGHES HELICOPTERS, INC.**  
**CENTINELA AVENUE AND TEALE**  
**CULVER CITY, CA 90230**  
**Site 4 of 4 in cluster V**

**CA BOND EXP. PLAN** **S100833477**  
**N/A**

**Relative:**  
**Lower**  
**Actual:**  
**21 ft.**

CA BOND EXP. PLAN:  
Responsible Party: RWQCB REFERRAL SITE  
Project Revenue Source Company: Not reported  
Project Revenue Source Addr: Not reported  
Project Revenue Source City,St,Zip: Not reported  
Project Revenue Source Desc: The responsible party is providing for the remediation of the site under RWQCB lead. The RP will pay all costs associated with the cleanup. There are no current plans for expenditure of Bond funds for the site.  
Site Description: This 454-acre facility has been used from 1953 to the present by Hughes Tool Company, Hughes Aircraft, and Hughes Helicopters to manufacture and test machine and aircraft parts and to research and develop electronics. Located at the facility is an etching laboratory, a plating shop, a salvage yard, several above and below-ground tanks for fuel oil and aviation fuel, waste neutralization pits, solvent and acid sumps, liquid waste clarifier pits, and an unlined fire-training pit.  
Hazardous Waste Desc: Samples from ground water monitoring wells installed by the contractor indicate high levels of trichloroethane (TCE), toluene, ethylbenzene, benzene, vinyl chloride, trans-1,2,-dichloroethylene (DCE), dichloroethane (DCA), xylene isomers, and hydrocarbons (C5 to C8).  
Threat To Public Health & Env: The Ballona/Bellflower Aquifers, which are mixed below the site, are

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HUGHES HELICOPTERS, INC. (Continued)**

**S100833477**

encountered from 15 to 40 feet and are the primary water source for the monitoring wells. The contaminated aquifer is in hydraulic communication with the Silverado Aquifer (50 to 100 feet below the site) and with the unlined storm drain to the south of the site which discharges into Ballona Creek. There is potential for contamination of both surface water and the Silverado Aquifer which is a major drinking water source. Groundwater contamination is suspected but has not been verified to date.

Site Activity Status: Phases I and II of the preliminary investigation of hydrologic conditions have been completed. Additional studies have also been completed on contaminated soil due to tank leakage at the site. Based on this information, the responsible party is planning follow-up work to determine the vertical and horizontal extent of contamination.

**U115**  
**NW**  
**1/4-1/2**  
**0.437 mi.**  
**2308 ft.**

**CVS WOODWORKING**  
**5615 MESMER AVENUE**  
**LOS ANGELES, CA 90230**

**Site 2 of 2 in cluster U**

**CA CPS-SLIC**  
**CA CERS**

**S113482458**  
**N/A**

**Relative:** CPS-SLIC:  
**Lower** Name: CVS WOODWORKING  
Address: 5615 MESMER AVENUE  
City,State,Zip: LOS ANGELES, CA 90230  
Region: STATE  
**Facility Status:** **Open - Inactive**  
Status Date: 01/29/2015  
Global Id: T10000004823  
Lead Agency: LOS ANGELES RWQCB (REGION 4)  
Lead Agency Case Number: Not reported  
Latitude: 33.985794708  
Longitude: -118.40108894  
Case Type: Cleanup Program Site  
Case Worker: Not reported  
Local Agency: LOS ANGELES, CITY OF  
RB Case Number: 902300143  
File Location: Regional Board  
Potential Media Affected: Not reported  
Potential Contaminants of Concern: Not reported  
Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

**CERS:**  
Name: CVS WOODWORKING  
Address: 5615 MESMER AVENUE  
City,State,Zip: LOS ANGELES, CA 90230  
Site ID: 249849  
CERS ID: T10000004823  
CERS Description: Cleanup Program 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

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CVS WOODWORKING (Continued)**

**S113482458**

Affiliation Zip: Not reported  
Affiliation Phone: Not reported  
  
Affiliation Type Desc: Regional Board Caseworker  
Entity Name: ARTHUR HEATH - LOS ANGELES COUNTY  
Entity Title: Not reported  
Affiliation Address: 320 WEST 4TH STREET, SUITE 200  
Affiliation City: LOS ANGELES  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

116  
NW  
1/4-1/2  
0.480 mi.  
2534 ft.

**11910-11912 JEFFERSON BOULEVARD**  
**11910-11912 JEFFERSON BOULEVARD**  
**CULVER CITY, CA 90230**

**CA CPS-SLIC**  
**CA CERS**

**S118672150**  
**N/A**

**Relative:**  
**Lower**  
  
**Actual:**  
**20 ft.**

CPS-SLIC:  
Name: 11910-11912 JEFFERSON BOULEVARD  
Address: 11910-11912 JEFFERSON BOULEVARD  
City,State,Zip: CULVER CITY, CA 90230  
Region: STATE  
**Facility Status: Open - Site Assessment**  
Status Date: 05/16/2016  
Global Id: T10000008918  
Lead Agency: LOS ANGELES RWQCB (REGION 4)  
Lead Agency Case Number: Not reported  
Latitude: 33.98496  
Longitude: -118.40329  
Case Type: Cleanup Program Site  
Case Worker: JK  
Local Agency: Not reported  
RB Case Number: 1375  
File Location: Not reported  
Potential Media Affected: Not reported  
Potential Contaminants of Concern: Not reported  
Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

CERS:  
Name: 11910-11912 JEFFERSON BOULEVARD  
Address: 11910-11912 JEFFERSON BOULEVARD  
City,State,Zip: CULVER CITY, CA 90230  
Site ID: 370046  
CERS ID: T10000008918  
CERS Description: Cleanup Program Site

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

EDR ID Number  
EPA ID Number

**W117**  
**ESE**  
**1/4-1/2**  
**0.484 mi.**  
**2554 ft.**

**92916**  
**5975 CENTINELA AVE**  
**LOS ANGELES, CA 90045**

**Site 1 of 3 in cluster W**

**CA LUST**  
**CA HIST UST**  
**CA HIST CORTESE**

**S105024589**  
**N/A**

**Relative:**  
**Higher**  
**Actual:**  
**45 ft.**

**LUST:**  
Name: CHEVRON #9-2916  
Address: 5975 CENTINELA AVE  
City,State,Zip: CULVER CITY, CA 90045  
Lead Agency: LOS ANGELES RWQCB (REGION 4)  
Case Type: LUST Cleanup Site  
Geo Track: [http://geotracker.waterboards.ca.gov/profile\\_report.asp?global\\_id=T0603703285](http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603703285)  
Global Id: T0603703285  
Latitude: 33.9833353  
Longitude: -118.3989233  
Status: Completed - Case Closed  
Status Date: 06/09/1997  
Case Worker: YR  
RB Case Number: I-07144  
Local Agency: LOS ANGELES COUNTY  
File Location: Not reported  
Local Case Number: Not reported  
Potential Media Affect: Soil  
Potential Contaminants of Concern: Waste Oil / Motor / Hydraulic / Lubricating  
Site History: Not reported

**LUST:**  
Global Id: T0603703285  
Contact Type: Local Agency Caseworker  
Contact Name: JOHN AWUJO  
Organization Name: LOS ANGELES COUNTY  
Address: 900 S FREMONT AVE  
City: ALHAMBRA  
Email: [jawujo@dpw.lacounty.gov](mailto:jawujo@dpw.lacounty.gov)  
Phone Number: 6264583507

Global Id: T0603703285  
Contact Type: Regional Board Caseworker  
Contact Name: YUE RONG  
Organization Name: LOS ANGELES RWQCB (REGION 4)  
Address: 320 W. 4TH ST., SUITE 200  
City: Los Angeles  
Email: [yrong@waterboards.ca.gov](mailto:yrong@waterboards.ca.gov)  
Phone Number: Not reported

**LUST:**  
Global Id: T0603703285  
Action Type: Other  
Date: 10/06/1993  
Action: Leak Discovery

Global Id: T0603703285  
Action Type: Other  
Date: 10/06/1993  
Action: Leak Stopped

Global Id: T0603703285  
Action Type: Other

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**92916 (Continued)**

**S105024589**

Date: 10/06/1993  
Action: Leak Reported

LUST:

Global Id: T0603703285  
Status: Open - Case Begin Date  
Status Date: 06/14/1993

Global Id: T0603703285  
Status: Open - Site Assessment  
Status Date: 06/14/1993

Global Id: T0603703285  
Status: Open - Site Assessment  
Status Date: 04/11/1996

Global Id: T0603703285  
Status: Completed - Case Closed  
Status Date: 06/09/1997

HIST UST:

Name: 92916  
Address: 5975 CENTINELA AVE  
City,State,Zip: LOS ANGELES, CA 90045  
File Number: 00026CFB  
URL: <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026CFB.pdf>  
Region: Not reported  
Facility ID: Not reported  
Facility Type: Not reported  
Other Type: Not reported  
Contact Name: Not reported  
Telephone: Not reported  
Owner Name: Not reported  
Owner Address: Not reported  
Owner City,St,Zip: Not reported  
Total Tanks: Not reported

Tank Num: Not reported  
Container Num: Not reported  
Year Installed: Not reported  
Tank Capacity: Not reported  
Tank Used for: Not reported  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: Not reported

[Click here for Geo Tracker PDF:](#)

HIST CORTESE:

edr\_fname: CHEVRON #9-2916  
edr\_fadd1: 5975 CENTINELA  
City,State,Zip: LOS ANGELES, CA 90045  
Region: CORTESE  
Facility County Code: 19  
Reg By: LTNKA

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

92916 (Continued)

S105024589

Reg Id: I-07144

W118  
ESE  
1/4-1/2  
0.484 mi.  
2554 ft.

**CHEVRON STATION 9 2916**  
**5975 CENTINELA AVE**  
**LOS ANGELES, CA 90045**

**Site 2 of 3 in cluster W**

**RCRA-SQG**  
**CA LUST**  
**CA Cortese**  
**CA CERS**

**1000686564**  
**CAD983638883**

**Relative:**  
**Higher**  
**Actual:**  
**45 ft.**

RCRA-SQG:

Date form received by agency: 1992-06-02 00:00:00.0

Facility name: CHEVRON STATION 9 2916

Facility address: 5975 CENTINELA AVE  
LOS ANGELES, CA 90045

EPA ID: CAD983638883

Contact: ROBERT GAGE

Contact address: 5975 CENTINELA AVE  
LOS ANGELES, CA 90045

Contact country: US

Contact telephone: 310-641-4975

Contact email: Not reported

EPA Region: 09

Classification: Small Small Quantity Generator

Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: CHEVRON U S A PRODUCTS CO

Owner/operator address: P O BOX 2833  
LA HABRA, CA 90632

Owner/operator country: Not reported

Owner/operator telephone: 310-694-7452

Owner/operator email: Not reported

Owner/operator fax: Not reported

Owner/operator extension: Not reported

Legal status: Private

Owner/Operator Type: Owner

Owner/Op start date: Not reported

Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No

Mixed waste (haz. and radioactive): No

Recycler of hazardous waste: No

Transporter of hazardous waste: No

Treater, storer or disposer of HW: No

Underground injection activity: No

On-site burner exemption: No

Furnace exemption: No

Used oil fuel burner: No

Used oil processor: No

User oil refiner: No

Used oil fuel marketer to burner: No

Used oil Specification marketer: No

Used oil transfer facility: No

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CHEVRON STATION 9 2916 (Continued)**

**1000686564**

Used oil transporter: No

Violation Status: No violations found

**CA LUST:**

No Details: No Details

**CORTESE:**

Name: CHEVRON #9-2916  
Address: 5975 CENTINELA AVE  
City,State,Zip: CULVER CITY, CA 90045  
Region: CORTESE  
Envirostor Id: Not reported  
Global ID: T0603703285  
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  
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 #9-2916  
Address: 5975 CENTINELA AVE  
City,State,Zip: CULVER CITY, CA 90045  
Site ID: 223783  
CERS ID: T0603703285  
CERS Description: Leaking Underground Storage Tank Cleanup Site

**Affiliation:**

Affiliation Type Desc: Local Agency Caseworker  
Entity Name: JOHN AWUJO - LOS ANGELES COUNTY  
Entity Title: Not reported  
Affiliation Address: 900 S FREMONT AVE  
Affiliation City: ALHAMBRA  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: 6264583507  
  
Affiliation Type Desc: Regional Board Caseworker  
Entity Name: YUE RONG - LOS ANGELES RWQCB (REGION 4)  
Entity Title: Not reported  
Affiliation Address: 320 W. 4TH ST., SUITE 200  
Affiliation City: Los Angeles  
Affiliation State: CA



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CHEVRON STATION 9 2916 (Continued)**

**1000686564**

Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

**X119**  
**North**  
**1/4-1/2**  
**0.492 mi.**  
**2597 ft.**

**ARCO #0073**  
**6300 SLAUSON AVE**  
**CULVER CITY, CA 90230**

**Site 1 of 2 in cluster X**

**CA LUST**  
**CA Cortese**  
**CA HIST CORTESE**  
**CA CERS**

**S101296056**  
**N/A**

**Relative:**  
**Higher**

**Actual:**  
**30 ft.**

**LUST:**

Name: ARCO #0073  
Address: 6300 SLAUSON AVE  
City,State,Zip: CULVER CITY, CA 90230  
Lead Agency: LOS ANGELES RWQCB (REGION 4)  
Case Type: LUST Cleanup Site  
Geo Track: [http://geotracker.waterboards.ca.gov/profile\\_report.asp?global\\_id=T0603704753](http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603704753)  
Global Id: T0603704753  
Latitude: 33.9885234  
Longitude: -118.3953027  
Status: Completed - Case Closed  
Status Date: 05/27/1999  
Case Worker: Not reported  
RB Case Number: R-07112  
Local Agency: LOS ANGELES COUNTY  
File Location: Not reported  
Local Case Number: Not reported  
Potential Media Affect: Aquifer used for drinking water supply  
Potential Contaminants of Concern: Gasoline  
Site History: Not reported

**LUST:**

Global Id: T0603704753  
Contact Type: Local Agency Caseworker  
Contact Name: JOHN AWUJO  
Organization Name: LOS ANGELES COUNTY  
Address: 900 S FREMONT AVE  
City: ALHAMBRA  
Email: [jawujo@dpw.lacounty.gov](mailto:jawujo@dpw.lacounty.gov)  
Phone Number: 6264583507

**LUST:**

Global Id: T0603704753  
Action Type: Other  
Date: 12/23/1985  
Action: Leak Discovery

Global Id: T0603704753  
Action Type: Other  
Date: 12/23/1985  
Action: Leak Stopped

Global Id: T0603704753  
Action Type: Other  
Date: 12/24/1985  
Action: Leak Reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**ARCO #0073 (Continued)**

**S101296056**

Global Id: T0603704753  
Action Type: ENFORCEMENT  
Date: 05/10/1999  
Action: \* Historical Enforcement

**LUST:**

Global Id: T0603704753  
Status: Open - Case Begin Date  
Status Date: 12/23/1985

Global Id: T0603704753  
Status: Open - Remediation  
Status Date: 04/15/1988

Global Id: T0603704753  
Status: Open - Verification Monitoring  
Status Date: 08/19/1998

Global Id: T0603704753  
Status: Completed - Case Closed  
Status Date: 05/27/1999

**LUST REG 4:**

Region: 4  
Regional Board: 04  
County: Los Angeles  
Facility Id: R-07112  
Status: Case Closed  
Substance: Gasoline  
Substance Quantity: Not reported  
Local Case No: Not reported  
Case Type: Groundwater  
Abatement Method Used at the Site: GTVS

Global ID: T0603704753  
W Global ID: Not reported  
Staff: MSH  
Local Agency: 19000  
Cross Street: SEPULVEDA  
Enforcement Type: EF  
Date Leak Discovered: 12/23/1985  
Date Leak First Reported: 12/24/1985  
Date Leak Record Entered: 12/31/1986  
Date Confirmation Began: Not reported  
Date Leak Stopped: 12/23/1985  
Date Case Last Changed on Database: 10/25/1999  
Date the Case was Closed: 5/27/1999

How Leak Discovered: Tank Closure  
How Leak Stopped: Not reported  
Cause of Leak: UNK  
Leak Source: Tank  
Operator: Not reported  
Water System: Not reported  
Well Name: Not reported

Approx. Dist To Production Well (ft): 10937.688010942034138278002791  
Source of Cleanup Funding: Tank

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**ARCO #0073 (Continued)**

**S101296056**

Preliminary Site Assessment Workplan Submitted: Not reported  
Preliminary Site Assessment Began: Not reported  
Pollution Characterization Began: Not reported  
Remediation Plan Submitted: Not reported  
Remedial Action Underway: 4/15/1988  
Post Remedial Action Monitoring Began: 8/19/1998  
Enforcement Action Date: 5/10/1999  
Historical Max MTBE Date: 1/1/1965  
Hist Max MTBE Conc in Groundwater: 720  
Hist Max MTBE Conc in Soil: Not reported  
Significant Interim Remedial Action Taken: Yes  
GW Qualifier: Not reported  
Soil Qualifier: Not reported  
Organization: Not reported  
Owner Contact: Not reported  
Responsible Party: ATLANTIC RICHFIELD OIL COMPANY  
RP Address: 4 CENTERPOINTE DR., LA PALMA, CA 90623-1066  
Program: LUST  
Lat/Long: 33.9884063 / -1  
Local Agency Staff: Not reported  
Beneficial Use: Not reported  
Priority: LOP/LOW - LOW POTENTIAL HEALTH/SAFTY/ENVIRONMENTAL IMPACT  
Cleanup Fund Id: Not reported  
Suspended: Not reported  
Assigned Name: Not reported  
Summary: QUARTERLY GW MONITORING RPT; TANK REMOVED. GW @31', STOPPED PUMP  
TREAT. MTBE; 4/16/99 OFF-SITE WELL ABANDONMENT LETTER RPT; 9/15/99  
NOTIFICATION OF WELL ABANDONMENT ACTIVITIES

**CORTESE:**

Name: ARCO #0073  
Address: 6300 SLAUSON AVE  
City,State,Zip: CULVER CITY, CA 90230  
Region: CORTESE  
Envirostor Id: Not reported  
Global ID: T0603704753  
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  
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

**HIST CORTESE:**

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**ARCO #0073 (Continued)**

**S101296056**

edr\_fname: ARCO #0073  
edr\_fadd1: 6300 SLAUSON  
City,State,Zip: CULVER CITY, CA 90230  
Region: CORTESE  
Facility County Code: 19  
Reg By: LTNKA  
Reg Id: R-07112

**CERS:**

Name: ARCO #0073  
Address: 6300 SLAUSON AVE  
City,State,Zip: CULVER CITY, CA 90230  
Site ID: 201268  
CERS ID: T0603704753  
CERS Description: Leaking Underground Storage Tank Cleanup Site

**Affiliation:**

Affiliation Type Desc: Local Agency Caseworker  
Entity Name: JOHN AWUJO - LOS ANGELES COUNTY  
Entity Title: Not reported  
Affiliation Address: 900 S FREMONT AVE  
Affiliation City: ALHAMBRA  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: 6264583507

**X120**  
**North**  
**1/4-1/2**  
**0.492 mi.**  
**2597 ft.**

**ARCO PRODUCTS #00073**  
**6300 SLAUSON AVE W**  
**CULVER CITY, CA 90230**  
**Site 2 of 2 in cluster X**

**CA LUST** **S111293359**  
**CA Cortese** **N/A**  
**CA CERS**

**Relative:**  
**Higher**  
**Actual:**  
**30 ft.**

**LUST:**

Name: ARCO PRODUCTS #00073  
Address: 6300 SLAUSON AVE W  
City,State,Zip: CULVER CITY, CA 90230-6126  
Lead Agency: LOS ANGELES RWQCB (REGION 4)  
Case Type: LUST Cleanup Site  
Geo Track: [http://geotracker.waterboards.ca.gov/profile\\_report.asp?global\\_id=T10000003269](http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000003269)  
Global Id: T10000003269  
Latitude: 33.988360272  
Longitude: -118.39572072  
Status: Completed - Case Closed  
Status Date: 07/08/2013  
Case Worker: JH  
RB Case Number: R-07112A  
Local Agency: LOS ANGELES COUNTY  
File Location: Regional Board  
Local Case Number: Not reported  
Potential Media Affect: Other Groundwater (uses other than drinking water)  
Potential Contaminants of Concern: Gasoline  
Site History: Not reported

**LUST:**

Global Id: T10000003269  
Contact Type: Regional Board Caseworker

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**ARCO PRODUCTS #00073 (Continued)**

**S111293359**

Contact Name: JAY HUANG  
Organization Name: LOS ANGELES RWQCB (REGION 4)  
Address: 320 WEST 4TH STREET, SUITE 200  
City: LOS ANGELES  
Email: jhuang@waterboards.ca.gov  
Phone Number: 2135766711

Global Id: T10000003269  
Contact Type: Local Agency Caseworker  
Contact Name: KATTYA BATRES RINZE  
Organization Name: LOS ANGELES COUNTY  
Address: 900 SOUTH FREMONT AVE  
City: ALHAMBRA  
Email: gbatres@dpw.lacounty.gov  
Phone Number: Not reported

**LUST:**

Global Id: T10000003269  
Action Type: ENFORCEMENT  
Date: 09/29/2011  
Action: Referral to Regional Board

Global Id: T10000003269  
Action Type: ENFORCEMENT  
Date: 11/09/2011  
Action: Staff Letter

Global Id: T10000003269  
Action Type: ENFORCEMENT  
Date: 11/09/2012  
Action: Staff Letter

Global Id: T10000003269  
Action Type: Other  
Date: 10/19/2000  
Action: Leak Discovery

Global Id: T10000003269  
Action Type: RESPONSE  
Date: 01/01/2012  
Action: Other Report / Document

Global Id: T10000003269  
Action Type: ENFORCEMENT  
Date: 07/08/2013  
Action: Closure/No Further Action Letter

Global Id: T10000003269  
Action Type: RESPONSE  
Date: 08/01/2012  
Action: Soil and Water Investigation Workplan

Global Id: T10000003269  
Action Type: ENFORCEMENT  
Date: 05/22/2012  
Action: Staff Letter

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**ARCO PRODUCTS #00073 (Continued)**

**S111293359**

Global Id: T10000003269  
Action Type: RESPONSE  
Date: 01/15/2013  
Action: Site Assessment Report

Global Id: T10000003269  
Action Type: ENFORCEMENT  
Date: 04/12/2013  
Action: Notification - Preclosure

Global Id: T10000003269  
Action Type: Other  
Date: 09/21/2011  
Action: Leak Reported

**LUST:**

Global Id: T10000003269  
Status: Open - Case Begin Date  
Status Date: 10/19/2000

Global Id: T10000003269  
Status: Open - Site Assessment  
Status Date: 09/21/2011

Global Id: T10000003269  
Status: Open - Eligible for Closure  
Status Date: 04/03/2013

Global Id: T10000003269  
Status: Completed - Case Closed  
Status Date: 07/08/2013

**CORTESE:**

Name: ARCO PRODUCTS #00073  
Address: 6300 SLAUSON AVE W  
City,State,Zip: CULVER CITY, CA  
Region: CORTESE  
Envirostor Id: Not reported  
Global ID: T10000003269  
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  
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

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**ARCO PRODUCTS #00073 (Continued)**

**S111293359**

Waste Management Unit Name: Not reported  
File Name: Active Open

**CERS:**

Name: ARCO PRODUCTS #00073  
Address: 6300 SLAUSON AVE W  
City,State,Zip: CULVER CITY, CA 90230-6126  
Site ID: 195605  
CERS ID: T10000003269  
CERS Description: Leaking Underground Storage Tank Cleanup Site

**Affiliation:**

Affiliation Type Desc: Local Agency Caseworker  
Entity Name: KATTYA BATRES RINZE - LOS ANGELES COUNTY  
Entity Title: Not reported  
Affiliation Address: 900 SOUTH FREMONT AVE  
Affiliation City: ALHAMBRA  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Regional Board Caseworker  
Entity Name: JAY HUANG - LOS ANGELES RWQCB (REGION 4)  
Entity Title: Not reported  
Affiliation Address: 320 WEST 4TH STREET, SUITE 200  
Affiliation City: LOS ANGELES  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: 2135766711

**W121**  
**ESE**  
**1/4-1/2**  
**0.498 mi.**  
**2630 ft.**

**CHEVRON #9-2916**  
**5975 CENTINELA AVE. W.**  
**CULVER CITY, CA 90045**  
  
**Site 3 of 3 in cluster W**

**CA LUST** **S106447838**  
**CA Cortese** **N/A**  
**CA CERS**

**Relative:**  
**Higher**

**LUST:**

**Actual:**  
**46 ft.**

Name: CHEVRON #9-2916  
Address: 5975 CENTINELA AVE. W.  
City,State,Zip: CULVER CITY, CA 90045  
Lead Agency: LOS ANGELES RWQCB (REGION 4)  
Case Type: LUST Cleanup Site  
Geo Track: [http://geotracker.waterboards.ca.gov/profile\\_report.asp?global\\_id=T0603711844](http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603711844)  
Global Id: T0603711844  
Latitude: 33.977468987  
Longitude: -118.38662993  
Status: Completed - Case Closed  
Status Date: 07/25/2017  
Case Worker: JR  
RB Case Number: I-07144A  
Local Agency: LOS ANGELES COUNTY  
File Location: Regional Board  
Local Case Number: 06912-07144  
Potential Media Affect: Aquifer used for drinking water supply  
Potential Contaminants of Concern: Gasoline

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CHEVRON #9-2916 (Continued)**

**S106447838**

Site History: Not reported

LUST:

Global Id: T0603711844  
Contact Type: Regional Board Caseworker  
Contact Name: JAMES RYAN  
Organization Name: LOS ANGELES RWQCB (REGION 4)  
Address: West 4th Street, Suite 200  
City: LOS ANGELES  
Email: jamesw.ryan@waterboards.ca.gov  
Phone Number: 2135766711

Global Id: T0603711844  
Contact Type: Local Agency Caseworker  
Contact Name: TIM SMITH  
Organization Name: LOS ANGELES COUNTY  
Address: 900 S. FREMONT AVE.  
City: ALHAMBRA  
Email: tsmith@dpw.lacounty.gov  
Phone Number: Not reported

LUST:

Global Id: T0603711844  
Action Type: ENFORCEMENT  
Date: 09/23/2004  
Action: Staff Letter

Global Id: T0603711844  
Action Type: ENFORCEMENT  
Date: 07/20/2004  
Action: Staff Letter

Global Id: T0603711844  
Action Type: ENFORCEMENT  
Date: 05/25/2004  
Action: Staff Letter

Global Id: T0603711844  
Action Type: ENFORCEMENT  
Date: 07/17/2006  
Action: Staff Letter

Global Id: T0603711844  
Action Type: ENFORCEMENT  
Date: 11/20/2015  
Action: Health and Safety Code Section 25296.10(c)

Global Id: T0603711844  
Action Type: ENFORCEMENT  
Date: 11/03/2005  
Action: Staff Letter

Global Id: T0603711844  
Action Type: Other  
Date: 04/04/2001  
Action: Leak Discovery



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CHEVRON #9-2916 (Continued)**

**S106447838**

Global Id:	T0603711844
Action Type:	RESPONSE
Date:	08/30/2004
Action:	Soil and Water Investigation Workplan
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	10/15/2010
Action:	Conceptual Site Model
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	10/15/2010
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	01/15/2016
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	01/30/2016
Action:	Well Installation Report
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	07/15/2016
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	01/15/2017
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603711844
Action Type:	ENFORCEMENT
Date:	12/22/2006
Action:	Staff Letter
Global Id:	T0603711844
Action Type:	ENFORCEMENT
Date:	04/03/2007
Action:	Staff Letter
Global Id:	T0603711844
Action Type:	ENFORCEMENT
Date:	09/18/2015
Action:	Health and Safety Code Section 25296.10(c)
Global Id:	T0603711844
Action Type:	ENFORCEMENT
Date:	07/07/2016
Action:	Health and Safety Code Section 25296.10(c)
Global Id:	T0603711844
Action Type:	RESPONSE

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CHEVRON #9-2916 (Continued)**

**S106447838**

Date:	01/15/2006
Action:	Well Installation Report
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	01/15/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	06/30/2004
Action:	Other Report / Document
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	10/15/2006
Action:	Soil and Water Investigation Report
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	10/15/2006
Action:	Interim Remedial Action Report
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	04/15/2011
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	04/15/2011
Action:	Conceptual Site Model
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	02/19/2017
Action:	Correspondence
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	06/15/2017
Action:	Well Destruction Report
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	08/31/2015
Action:	Well Installation Workplan - Regulator Responded
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	10/15/2014
Action:	Request for Closure - Regulator Responded
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	06/02/2016
Action:	Request for Closure - Regulator Responded

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CHEVRON #9-2916 (Continued)**

**S106447838**

Global Id:	T0603711844
Action Type:	ENFORCEMENT
Date:	03/03/2017
Action:	Staff Letter
Global Id:	T0603711844
Action Type:	ENFORCEMENT
Date:	12/19/2016
Action:	Notification - Preclosure
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	10/15/2011
Action:	Conceptual Site Model
Global Id:	T0603711844
Action Type:	Other
Date:	04/26/2004
Action:	Leak Reported
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	01/15/2006
Action:	Well Installation Report
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	04/15/2007
Action:	Interim Remedial Action Plan
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	01/15/2007
Action:	Soil and Water Investigation Report
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	07/15/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	03/01/2007
Action:	Soil and Water Investigation Workplan
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	01/15/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	04/15/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0603711844
Action Type:	RESPONSE

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CHEVRON #9-2916 (Continued)**

**S106447838**

Date: 04/15/2007  
Action: Conceptual Site Model

Global Id: T0603711844  
Action Type: RESPONSE  
Date: 10/15/2007  
Action: Conceptual Site Model

Global Id: T0603711844  
Action Type: RESPONSE  
Date: 07/15/2007  
Action: Monitoring Report - Quarterly

Global Id: T0603711844  
Action Type: RESPONSE  
Date: 07/15/2007  
Action: Conceptual Site Model

Global Id: T0603711844  
Action Type: RESPONSE  
Date: 10/15/2007  
Action: Monitoring Report - Quarterly

Global Id: T0603711844  
Action Type: RESPONSE  
Date: 04/15/2013  
Action: Conceptual Site Model

Global Id: T0603711844  
Action Type: ENFORCEMENT  
Date: 06/15/2009  
Action: Staff Letter

Global Id: T0603711844  
Action Type: ENFORCEMENT  
Date: 12/08/2014  
Action: Staff Letter

Global Id: T0603711844  
Action Type: ENFORCEMENT  
Date: 07/25/2017  
Action: Closure/No Further Action Letter

Global Id: T0603711844  
Action Type: ENFORCEMENT  
Date: 08/12/2016  
Action: Letter - Notice

Global Id: T0603711844  
Action Type: RESPONSE  
Date: 07/15/2008  
Action: Monitoring Report - Other

Global Id: T0603711844  
Action Type: RESPONSE  
Date: 07/15/2008  
Action: Monitoring Report - Quarterly

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CHEVRON #9-2916 (Continued)**

**S106447838**

Global Id:	T0603711844
Action Type:	RESPONSE
Date:	01/15/2009
Action:	Conceptual Site Model
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	01/15/2009
Action:	Monitoring Report - Quarterly
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	07/15/2009
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	01/15/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	08/15/2007
Action:	Soil and Water Investigation Report
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	04/15/2008
Action:	Conceptual Site Model
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	04/15/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	01/15/2008
Action:	Conceptual Site Model
Global Id:	T0603711844
Action Type:	ENFORCEMENT
Date:	04/19/2005
Action:	Staff Letter
Global Id:	T0603711844
Action Type:	ENFORCEMENT
Date:	01/08/2015
Action:	Staff Letter
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	01/15/2010
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603711844
Action Type:	RESPONSE

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CHEVRON #9-2916 (Continued)**

**S106447838**

Date:	04/15/2009
Action:	Conceptual Site Model
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	04/15/2009
Action:	Monitoring Report - Quarterly
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	10/08/2004
Action:	Other Report / Document
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	11/17/2014
Action:	Well Destruction Report
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	04/15/2014
Action:	Conceptual Site Model
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	02/16/2015
Action:	Soil and Water Investigation Workplan
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	10/15/2014
Action:	Conceptual Site Model
Global Id:	T0603711844
Action Type:	ENFORCEMENT
Date:	05/10/2010
Action:	Staff Letter
Global Id:	T0603711844
Action Type:	ENFORCEMENT
Date:	07/02/2015
Action:	Health and Safety Code Section 25296.10(c)
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	07/15/2009
Action:	Conceptual Site Model
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	04/15/2010
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603711844
Action Type:	RESPONSE
Date:	01/15/2010
Action:	Conceptual Site Model

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CHEVRON #9-2916 (Continued)**

**S106447838**

Global Id: T0603711844  
Action Type: RESPONSE  
Date: 04/12/2010  
Action: Soil and Water Investigation Workplan

Global Id: T0603711844  
Action Type: RESPONSE  
Date: 04/15/2015  
Action: Monitoring Report - Semi-Annually

**LUST:**

Global Id: T0603711844  
Status: Open - Case Begin Date  
Status Date: 04/04/2001

Global Id: T0603711844  
Status: Open - Site Assessment  
Status Date: 04/26/2004

Global Id: T0603711844  
Status: Open - Site Assessment  
Status Date: 08/31/2004

Global Id: T0603711844  
Status: Open - Remediation  
Status Date: 04/11/2006

Global Id: T0603711844  
Status: Open - Site Assessment  
Status Date: 10/16/2006

Global Id: T0603711844  
Status: Open - Site Assessment  
Status Date: 03/01/2007

Global Id: T0603711844  
Status: Open - Verification Monitoring  
Status Date: 12/02/2014

Global Id: T0603711844  
Status: Open - Eligible for Closure  
Status Date: 12/19/2016

Global Id: T0603711844  
Status: Completed - Case Closed  
Status Date: 07/25/2017

**LUST REG 4:**

Region: 4  
Regional Board: 04  
County: Los Angeles  
Facility Id: I-07144A  
Status: Preliminary site assessment underway  
Substance: Gasoline  
Substance Quantity: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CHEVRON #9-2916 (Continued)**

**S106447838**

Local Case No: 06912-07144  
Case Type: Groundwater  
Abatement Method Used at the Site: Not reported  
Global ID: T0603711844  
W Global ID: Not reported  
Staff: WXT  
Local Agency: 19000  
Cross Street: Not reported  
Enforcement Type: DLSEL  
Date Leak Discovered: 4/4/2001  
Date Leak First Reported: 4/26/2004  
Date Leak Record Entered: Not reported  
Date Confirmation Began: 4/26/2004  
Date Leak Stopped: Not reported  
Date Case Last Changed on Database: Not reported  
Date the Case was Closed: Not reported  
How Leak Discovered: Subsurface Monitoring  
How Leak Stopped: Not reported  
Cause of Leak: UNK  
Leak Source: UNK  
Operator: Not reported  
Water System: Not reported  
Well Name: Not reported  
Approx. Dist To Production Well (ft): Not reported  
Source of Cleanup Funding: UNK  
Preliminary Site Assessment Workplan Submitted: Not reported  
Preliminary Site Assessment Began: 4/26/2004  
Pollution Characterization Began: Not reported  
Remediation Plan Submitted: Not reported  
Remedial Action Underway: Not reported  
Post Remedial Action Monitoring Began: Not reported  
Enforcement Action Date: Not reported  
Historical Max MTBE Date: Not reported  
Hist Max MTBE Conc in Groundwater: Not reported  
Hist Max MTBE Conc in Soil: Not reported  
Significant Interim Remedial Action Taken: Not reported  
GW Qualifier: Not reported  
Soil Qualifier: Not reported  
Organization: Not reported  
Owner Contact: Not reported  
Responsible Party: MARK SIGLER  
RP Address: 145 STATE COLLEGE BLVD S, #400  
Program: LUST  
Lat/Long: 0 / 0  
Local Agency Staff: Not reported  
Beneficial Use: Not reported  
Priority: Not reported  
Cleanup Fund Id: Not reported  
Suspended: Not reported  
Assigned Name: Not reported  
Summary: Not reported

**CORTESE:**

Name: CHEVRON #9-2916  
Address: 5975 CENTINELA AVE. W.  
City,State,Zip: CULVER CITY, CA 90045  
Region: CORTESE



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**CHEVRON #9-2916 (Continued)**

**S106447838**

Envirostor Id: Not reported  
Global ID: T0603711844  
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  
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 #9-2916  
Address: 5975 CENTINELA AVE. W.  
City,State,Zip: CULVER CITY, CA 90045  
Site ID: 258834  
CERS ID: T0603711844  
CERS Description: Leaking Underground Storage Tank Cleanup Site

**Affiliation:**

Affiliation Type Desc: Local Agency Caseworker  
Entity Name: TIM SMITH - LOS ANGELES COUNTY  
Entity Title: Not reported  
Affiliation Address: 900 S. FREMONT AVE.  
Affiliation City: ALHAMBRA  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

Affiliation Type Desc: Regional Board Caseworker  
Entity Name: JAMES RYAN - LOS ANGELES RWQCB (REGION 4)  
Entity Title: Not reported  
Affiliation Address: West 4th Street, Suite 200  
Affiliation City: LOS ANGELES  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: 2135766711

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

122  
NNE  
1/4-1/2  
0.500 mi.  
2638 ft.

**FIRESTONE STORE**  
**6150 W SLAUSON AVE**  
**CULVER CITY, CA 90230**

CA LUST  
CA SWEEPS UST  
CA Cortese  
CA HIST CORTESE  
CA LOS ANGELES CO. HMS  
CA CERS  
CA HWTS

1000222908  
N/A

Relative:  
Lower

Actual:  
27 ft.

LUST:

Name: FIRESTONE #27F7  
Address: 6150 SLAUSON AVE W  
City,State,Zip: CULVER CITY, CA 90230  
Lead Agency: LOS ANGELES COUNTY  
Case Type: LUST Cleanup Site  
Geo Track: [http://geotracker.waterboards.ca.gov/profile\\_report.asp?global\\_id=T0603703966](http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603703966)  
Global Id: T0603703966  
Latitude: 33.9882953  
Longitude: -118.3928603  
Status: Completed - Case Closed  
Status Date: 07/13/1990  
Case Worker: JOA  
RB Case Number: I-12377  
Local Agency: LOS ANGELES COUNTY  
File Location: Not reported  
Local Case Number: Not reported  
Potential Media Affect: Soil  
Potential Contaminants of Concern: Waste Oil / Motor / Hydraulic / Lubricating  
Site History: Not reported

LUST:

Global Id: T0603703966  
Contact Type: Local Agency Caseworker  
Contact Name: JOHN AWUJO  
Organization Name: LOS ANGELES COUNTY  
Address: 900 S FREMONT AVE  
City: ALHAMBRA  
Email: [jawujo@dpw.lacounty.gov](mailto:jawujo@dpw.lacounty.gov)  
Phone Number: 6264583507  
  
Global Id: T0603703966  
Contact Type: Regional Board Caseworker  
Contact Name: YUE RONG  
Organization Name: LOS ANGELES RWQCB (REGION 4)  
Address: 320 W. 4TH ST., SUITE 200  
City: Los Angeles  
Email: [yrong@waterboards.ca.gov](mailto:yrong@waterboards.ca.gov)  
Phone Number: Not reported

LUST:

Global Id: T0603703966  
Action Type: Other  
Date: 01/03/1990  
Action: Leak Discovery

Global Id: T0603703966  
Action Type: Other  
Date: 01/03/1990  
Action: Leak Stopped

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**FIRESTONE STORE (Continued)**

**1000222908**

Global Id: T0603703966  
Action Type: Other  
Date: 02/28/1990  
Action: Leak Reported

**LUST:**

Global Id: T0603703966  
Status: Open - Case Begin Date  
Status Date: 01/03/1990

Global Id: T0603703966  
Status: Completed - Case Closed  
Status Date: 07/13/1990

**LUST REG 4:**

Region: 4  
Regional Board: 04  
County: Los Angeles  
Facility Id: I-12377  
Status: Case Closed  
Substance: Waste Oil  
Substance Quantity: Not reported  
Local Case No: Not reported  
Case Type: Soil  
Abatement Method Used at the Site: Not reported  
Global ID: T0603703966  
W Global ID: Not reported  
Staff: UNK  
Local Agency: 19000  
Cross Street: FIGUEROA ST  
Enforcement Type: Not reported  
Date Leak Discovered: 1/3/1990  
Date Leak First Reported: 2/28/1990  
Date Leak Record Entered: 4/19/1990  
Date Confirmation Began: Not reported  
Date Leak Stopped: 1/3/1990  
Date Case Last Changed on Database: 9/7/1990  
Date the Case was Closed: 7/13/1990  
How Leak Discovered: Tank Closure  
How Leak Stopped: Not reported  
Cause of Leak: UNK  
Leak Source: UNK  
Operator: BURSTEIN, MARK  
Water System: Not reported  
Well Name: Not reported  
Approx. Dist To Production Well (ft): 10733.809961972563051692514322  
Source of Cleanup Funding: UNK  
Preliminary Site Assessment Workplan Submitted: Not reported  
Preliminary Site Assessment Began: Not reported  
Pollution Characterization Began: Not reported  
Remediation Plan Submitted: Not reported  
Remedial Action Underway: Not reported  
Post Remedial Action Monitoring Began: Not reported  
Enforcement Action Date: Not reported  
Historical Max MTBE Date: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**FIRESTONE STORE (Continued)**

**1000222908**

Hist Max MTBE Conc in Groundwater: Not reported  
Hist Max MTBE Conc in Soil: Not reported  
Significant Interim Remedial Action Taken: Not reported  
GW Qualifier: Not reported  
Soil Qualifier: Not reported  
Organization: Not reported  
Owner Contact: Not reported  
Responsible Party: FIRESTONE  
RP Address: 6333 TELEGRAPH RD., LOS ANGELES, 90040  
Program: LUST  
Lat/Long: 33.9882953 / -1  
Local Agency Staff: Not reported  
Beneficial Use: Not reported  
Priority: Not reported  
Cleanup Fund Id: Not reported  
Suspended: Not reported  
Assigned Name: Not reported  
Summary: OLD CASENO 042090-13

**SWEEPS UST:**

Name: FIRESTONE STORE #27F7  
Address: 6150 W SLAUSON AVE  
City: CULVER CITY  
Status: Not reported  
Comp Number: 12377  
Number: Not reported  
Board Of Equalization: Not reported  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 19-000-012377-000001  
Tank Status: Not reported  
Capacity: 550  
Active Date: Not reported  
Tank Use: OIL  
STG: WASTE  
Content: Not reported  
Number Of Tanks: 1

**CORTESE:**

Name: FIRESTONE #27F7  
Address: 6150 SLAUSON AVE W  
City,State,Zip: CULVER CITY, CA 90230  
Region: CORTESE  
Envirostor Id: Not reported  
Global ID: T0603703966  
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

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**FIRESTONE STORE (Continued)**

**1000222908**

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 Unit Name: Not reported  
File Name: Active Open

**HIST CORTESE:**

edr\_fname: FIRESTONE #27F7  
edr\_fadd1: 6150 SLAUSON  
City,State,Zip: CULVER CITY, CA 90230  
Region: CORTESE  
Facility County Code: 19  
Reg By: LTNKA  
Reg Id: I-12377

**LOS ANGELES CO. HMS:**

Name: FIRESTONE STORE  
Address: 6150 W SLAUSON AVE  
City,State,Zip: CULVER CITY, CA 902306412  
Region: LA  
Permit Category: I  
Facility Id: 006943-I07181  
Facility Type: 01  
Facility Status: Closed  
Area: 2M  
Permit Number: 00008972L  
Permit Status: Closed

Name: FIRESTONE STORE #27F7  
Address: 6150 W SLAUSON AVE  
City,State,Zip: CULVER CITY, CA 902306412  
Region: LA  
Permit Category: T  
Facility Id: 006943-012377  
Facility Type: 0  
Facility Status: Removed  
Area: 2M  
Permit Number: 00004034T  
Permit Status: Removed

**CERS:**

Name: FIRESTONE #27F7  
Address: 6150 SLAUSON AVE W  
City,State,Zip: CULVER CITY, CA 90230  
Site ID: 239613  
CERS ID: T0603703966  
CERS Description: Leaking Underground Storage Tank Cleanup Site

**Affiliation:**

Affiliation Type Desc: Local Agency Caseworker  
Entity Name: JOHN AWUJO - LOS ANGELES COUNTY  
Entity Title: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**FIRESTONE STORE (Continued)**

**1000222908**

Affiliation Address: 900 S FREMONT AVE  
Affiliation City: ALHAMBRA  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: 6264583507  
  
Affiliation Type Desc: Regional Board Caseworker  
Entity Name: YUE RONG - LOS ANGELES RWQCB (REGION 4)  
Entity Title: Not reported  
Affiliation Address: 320 W. 4TH ST., SUITE 200  
Affiliation City: Los Angeles  
Affiliation State: CA  
Affiliation Country: Not reported  
Affiliation Zip: Not reported  
Affiliation Phone: Not reported

**HWTS:**

Name: FIRESTONE STORE #27F7  
Address: 6150 W SLAUSON AVE  
Address 2: Not reported  
City,State,Zip: CULVER CITY, CA 902300000  
EPA ID: CAD981968449  
Inactive Date: 06/30/1997  
Create Date: 07/03/1987  
Last Act Date: 09/18/1997  
Mailing Name: Not reported  
Mailing Address: 6150 W SLAUSON AVE  
Mailing Address 2: Not reported  
Mailing City,State,Zip: CULVER CITY, CA 902306412  
Owner Name: FIRESTONE  
Owner Address: 6150 W SLAUSON AVE  
Owner Address 2: Not reported  
Owner City,State,Zip: CULVER CITY, CA 902306412  
Contact Name: UNDELIVERABLE PER VF97 AH  
Contact Address: 6150 W SLAUSON AVE  
Contact Address 2: Not reported  
City,State,Zip: CULVER CITY, CA 902306412

**123**  
**North**  
**1/2-1**  
**0.578 mi.**  
**3052 ft.**

**KITE SITE**  
**BOUNDED BY SEPULVEDA, SLAUSON & HANNUM**  
**CULVER CITY, CA 90232**

**CA ENVIROSTOR**  
**CA VCP**  
**S100351177**  
**N/A**

**Relative:**  
**Lower**  
**Actual:**  
**28 ft.**

**ENVIROSTOR:**  
Name: KITE SITE  
Address: BOUNDED BY SEPULVEDA, SLAUSON & HANNUM  
City,State,Zip: CULVER CITY, CA 90232  
Facility ID: 19390042  
Status: Inactive - Action Required  
Status Date: 04/21/1994  
Site Code: 300324  
Site Type: Voluntary Cleanup  
Site Type Detailed: Voluntary Cleanup  
Acres: 4.5

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**KITE SITE (Continued)**

**S100351177**

NPL: NO  
Regulatory Agencies: SMBRP  
Lead Agency: SMBRP  
Program Manager: Not reported  
Supervisor: Javier Hinojosa  
Division Branch: Cleanup Chatsworth  
Assembly: 54  
Senate: 30  
Special Program: Voluntary Cleanup Program  
Restricted Use: NO  
Site Mgmt Req: NONE SPECIFIED  
Funding: Responsible Party  
Latitude: 33.98944  
Longitude: -118.3938  
APN: NONE SPECIFIED  
Past Use: MANUFACTURING - OTHER  
Potential COC: \* HALOGENATED ORGANIC COMPOUNDS \* HALOGENATED SOLVENTS \* HYDROCARBON SOLVENTS \* ORGANIC LIQUIDS WITH METALS \* ORGANIC SOLIDS WITH HALOGENS \* OTHER ORGANIC SOLIDS \* OXYGENATED SOLVENTS \* CONTAMINATED SOIL \* Sludge - Halogenated Compounds \* Sludge - Paint \* UNSPECIFIED SOLVENT MIXTURES \* ORGANIC LIQUIDS (NONSOLVENTS) WITH HALOGENS \* UNSPECIFIED ORGANIC LIQUID MIXTURE Arsenic Chromium VI Mercury and compounds Nickel  
Confirmed COC: NONE SPECIFIED  
Potential Description: OTH, SOIL, SV  
Alias Name: ARTISAN PATTERN  
Alias Type: Alternate Name  
Alias Name: BELL BRAND FOODS  
Alias Type: Alternate Name  
Alias Name: BELL CHEMICAL CO  
Alias Type: Alternate Name  
Alias Name: CONTINENTAL CONVERTER CORPORATION  
Alias Type: Alternate Name  
Alias Name: COX ROBERT A DIE CASTING INC  
Alias Type: Alternate Name  
Alias Name: CULVER CITY REDEVELOPMENT AGENCY SITE  
Alias Type: Alternate Name  
Alias Name: INDACO SALES  
Alias Type: Alternate Name  
Alias Name: L & L PLUMBING SUPPLY  
Alias Type: Alternate Name  
Alias Name: LAMAR CONSTRUCTION  
Alias Type: Alternate Name  
Alias Name: MARINA COACH WORKS  
Alias Type: Alternate Name  
Alias Name: MAXTED A H  
Alias Type: Alternate Name  
Alias Name: MECH METALS CORPORATION  
Alias Type: Alternate Name  
Alias Name: PAUL MARSHALL PRODUCTS  
Alias Type: Alternate Name  
Alias Name: PELICO PACKAGING CO  
Alias Type: Alternate Name  
Alias Name: REDWOOD MANUFACTURING CO  
Alias Type: Alternate Name  
Alias Name: SPRINGER MANUFACTURING CO  
Alias Type: Alternate Name

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**KITE SITE (Continued)**

**S100351177**

Alias Name: TERRA PRODUCTS  
Alias Type: Alternate Name  
Alias Name: TRI-STATE LUMBER CO  
Alias Type: Alternate Name  
Alias Name: 110033607363  
Alias Type: EPA (FRS #)  
Alias Name: 300324  
Alias Type: Project Code (Site Code)  
Alias Name: 19330125  
Alias Type: Envirostor ID Number  
Alias Name: 19330277  
Alias Type: Envirostor ID Number  
Alias Name: 19360425  
Alias Type: Envirostor ID Number  
Alias Name: 19390042  
Alias Type: Envirostor ID Number

**Completed Info:**

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Voluntary Cleanup Agreement  
Completed Date: 10/06/1993  
Comments: THE DEPARTMENT ENTERS INTO A VOLUNTARY REMEDIATION AGREEMENT WITH THE CULVER CITY COUNTY REDEVELOPMENT AGENCY.

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Risk Assessment Report  
Completed Date: 04/21/1994  
Comments: Risk Assessment with supplemental characterization data was submitted & approved by Department. Risk assessment indicate site is protective of industrial\commercial scenarios. RP has expressed interest in submitting a RAP with a supplemental risk assessment with data supporting unlimited use of site including residential occupancy, pursuant to Polanco legislation. RP intends to pursue liability immunity pursuant to the Polanco legislation.

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Preliminary Endangerment Assessment Report  
Completed Date: 12/18/1992  
Comments: THE DEPARTMENT HAS COMPLETED THE REVIEW OF THE PEA REPORT. THE DEPARTMENT CONCURS WITH THE RECOMMENDATION THAT FURTHER ACTION IS NEEDED AT THE SITE. THE RECOMMENDED FURTHER ACTION IS A HUMAN HEALTH RISK ASSESSMENT BE PERFORMED TO DETERMINE THE HEALTH RISKS FROM CONTAMINANTS IN SITE SOIL AND POSSIBLE VOLATILIZATION FROM GROUNDWATER. IF THE RISK ASSESSMENT INDICATE A SIGNIFICANT RISK TO HUMAN HEALTH FROM ANY OF THE SITE CONTAMINANTS, SOIL AND GROUNDWATER REMEDIATION WILL BE PERFORMED. THE DEPARTMENT CONSIDERS THE PEA AS COMPLETE. THE DEPARTMENT MAILED A DRAFT ENFORCEABLE AGREEMENT TO THE RESPONSIBLE PARTY FOR THE FURTHER REMEDIAL ACTION. A DEED RESTRICTION WAS NEVER FINALIZED. NFA FOR COMMERCIAL/INDUSTRIAL USE ONLY.

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Site Screening  
Completed Date: 07/14/1992  
Comments: THE DEPT RECEIVED A PEA FOR THE SITE. NO DOCUMENTED RELEASE OF HAZ



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**KITE SITE (Continued)**

**S100351177**

SUBSTANCES AT THE SITE WERE IDENTIFIED. PAST PRACTICES IN HANDLING HAZARDOUS SUBSTANCES AND/OR WASTE AT THE SITE HAVE RESULTED IN RELEASES OF CONTAMINANTS AT THE SITE. A TOTAL OF 28 CONTAMINANTS WERE IDENTIFIED IN SOIL AND GROUNDWATER AT THE SITE. THE PEA WAS SUBMITTED TO DETERMINE WHETHER REMOVAL OF HAZ SUBSTANCES OR REMEDIAL ACTION WOULD BE REQUIRED AT THE SITE IN ORDER TO PROTECT PUBLIC HEALTH AND THE ENVIRONMENT. THE SITE CONSISTS OF APPROXIMATELY 4.5 ACRES. THE SITE IS CONTAMINATED WITH PETROLEUM HYDROCARBONS, VOLATILE ORGANICS AND HEAVY METALS. THE GROUNDWATER IS AT A DEPTH OF 35 FEET. DIFFERENT AREAS OF THE SITE PREVIOUSLY USED FOR RETAIL LIQUOR SHOP, WELDING CO., MANUFACTURING (TOOL & DIE), CRANE SERVICE, WELDING SERVICE WAREHOUSE, MANUFACTURE OF WOOD PRODUCTS, MACHINE SHOP, DIE CASTING INDUSTRY, GRINDING COMPANY, FOOD PROCESS- ING, GREETING CARD COMPANY, WIRE PRODUCTS MFG, LUMBER STORAGE, CABINET MFG, AUTOMOBILE BODY WRECKING, PAINT BOOTH, PACKAGING CO, CLAY PRODUCTS MFG, MACHINE SHOPS AND METAL LABORATORY, PLASTIC MFG AND STORAGE, TOOL STORAGE, MANUFACT\_URE OF INSECTICIDES, WOOD FABRICATION, BOAT CONSTRUCTION, PLUMBING SUPPLY STORAGE, DENTAL OFFICE, TRAVEL AGENCY, BANKS AND A GASOLINE SERVICE STATION. A PEA IS REQUIRED BECAUSE OF THE EVIDENCE OF CONTAMINATION AT THE SITE.

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

**VCP:**

Name:	KITE SITE
Address:	BOUNDED BY SEPULVEDA, SLAUSON & HANNUM
City,State,Zip:	CULVER CITY, CA 90232
Facility ID:	19390042
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	4.5
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Cleanup Chatsworth
Site Code:	300324
Assembly:	54
Senate:	30
Special Programs Code:	Voluntary Cleanup Program
Status:	Inactive - Action Required
Status Date:	04/21/1994
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	33.98944 / -118.3938
APN:	NONE SPECIFIED

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**KITE SITE (Continued)**

**S100351177**

Past Use: MANUFACTURING - OTHER  
Potential COC: 10002, 10003, 10009, 10061, 10063, 10064, 10067, 10097, 10177, 10179, 10198, 20010, 20017, 30001, 30153, 30357, 30407  
Confirmed COC: NONE SPECIFIED  
Potential Description: OTH, SOIL, SV  
Alias Name: ARTISAN PATTERN  
Alias Type: Alternate Name  
Alias Name: BELL BRAND FOODS  
Alias Type: Alternate Name  
Alias Name: BELL CHEMICAL CO  
Alias Type: Alternate Name  
Alias Name: CONTINENTAL CONVERTER CORPORATION  
Alias Type: Alternate Name  
Alias Name: COX ROBERT A DIE CASTING INC  
Alias Type: Alternate Name  
Alias Name: CULVER CITY REDEVELOPMENT AGENCY SITE  
Alias Type: Alternate Name  
Alias Name: INDACO SALES  
Alias Type: Alternate Name  
Alias Name: L & L PLUMBING SUPPLY  
Alias Type: Alternate Name  
Alias Name: LAMAR CONSTRUCTION  
Alias Type: Alternate Name  
Alias Name: MARINA COACH WORKS  
Alias Type: Alternate Name  
Alias Name: MAXTED A H  
Alias Type: Alternate Name  
Alias Name: MECH METALS CORPORATION  
Alias Type: Alternate Name  
Alias Name: PAUL MARSHALL PRODUCTS  
Alias Type: Alternate Name  
Alias Name: PELICO PACKAGING CO  
Alias Type: Alternate Name  
Alias Name: REDWOOD MANUFACTURING CO  
Alias Type: Alternate Name  
Alias Name: SPRINGER MANUFACTURING CO  
Alias Type: Alternate Name  
Alias Name: TERRA PRODUCTS  
Alias Type: Alternate Name  
Alias Name: TRI-STATE LUMBER CO  
Alias Type: Alternate Name  
Alias Name: 110033607363  
Alias Type: EPA (FRS #)  
Alias Name: 300324  
Alias Type: Project Code (Site Code)  
Alias Name: 19330125  
Alias Type: Envirostor ID Number  
Alias Name: 19330277  
Alias Type: Envirostor ID Number  
Alias Name: 19360425  
Alias Type: Envirostor ID Number  
Alias Name: 19390042  
Alias Type: Envirostor ID Number  
Completed Info:  
Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Voluntary Cleanup Agreement

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**KITE SITE (Continued)**

**S100351177**

Completed Date: 10/06/1993  
Comments: THE DEPARTMENT ENTERS INTO A VOLUNTARY REMEDIATION AGREEMENT WITH THE CULVER CITY COUNTY REDEVELOPMENT AGENCY.

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Risk Assessment Report  
Completed Date: 04/21/1994  
Comments: Risk Assessment with supplemental characterization data was submitted & approved by Department. Risk assessment indicate site is protective of industrial\\commercial scenarios. RP has expressed interest in submitting a RAP with a supplemental risk assessment with data supporting unlimited use of site including residential occupancy, pursuant to Polanco legislation. RP intends to pursue liability immunity pursuant to the Polanco legislation.

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Preliminary Endangerment Assessment Report  
Completed Date: 12/18/1992  
Comments: THE DEPARTMENT HAS COMPLETED THE REVIEW OF THE PEA REPORT. THE DEPARTMENT CONCURS WITH THE RECOMMENDATION THAT FURTHER ACTION IS NEEDED AT THE SITE. THE RECOMMENDED FURTHER ACTION IS A HUMAN HEALTH RISK ASSESSMENT BE PERFORMED TO DETERMINE THE HEALTH RISKS FROM CONTAMINANTS IN SITE SOIL AND POSSIBLE VOLATILIZATION FROM GROUNDWATER. IF THE RISK ASSESSMENT INDICATE A SIGNIFICANT RISK TO HUMAN HEALTH FROM ANY OF THE SITE CONTAMINANTS, SOIL AND GROUNDWATER REMEDIATION WILL BE PERFORMED. THE DEPARTMENT CONSIDERS THE PEA AS COMPLETE. THE DEPARTMENT MAILED A DRAFT ENFORCEABLE AGREEMENT TO THE RESPONSIBLE PARTY FOR THE FURTHER REMEDIAL ACTION. A DEED RESTRICTION WAS NEVER FINALIZED. NFA FOR COMMERCIAL/INDUSTRIAL USE ONLY.

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Site Screening  
Completed Date: 07/14/1992  
Comments: THE DEPT RECEIVED A PEA FOR THE SITE. NO DOCUMENTED RELEASE OF HAZ SUBSTANCES AT THE SITE WERE IDENTIFIED. PAST PRACTICES IN HANDLING HAZARDOUS SUBSTANCES AND/OR WASTE AT THE SITE HAVE RESULTED IN RELEASES OF CONTAMINANTS AT THE SITE. A TOTAL OF 28 CONTAMINANTS WERE IDENTIFIED IN SOIL AND GROUNDWATER AT THE SITE. THE PEA WAS SUBMITTED TO DETERMINE WHETHER REMOVAL OF HAZ SUBSTANCES OR REMEDIAL ACTION WOULD BE REQUIRED AT THE SITE IN ORDER TO PROTECT PUBLIC HEALTH AND THE ENVIRONMENT. THE SITE CONSISTS OF APPROXIMATELY 4.5 ACRES. THE SITE IS CONTAMINATED WITH PETROLEUM HYDROCARBONS, VOLATILE ORGANICS AND HEAVY METALS. THE GROUNDWATER IS AT A DEPTH OF 35 FEET. DIFFERENT AREAS OF THE SITE PREVIOUSLY USED FOR RETAIL LIQUOR SHOP, WELDING CO., MANUFACTURING (TOOL & DIE), CRANE SERVICE, WENDING SERVICE WAREHOUSE, MANUFACTURE OF WOOD PRODUCTS, MACHINE SHOP, DIE CASTING INDUSTRY, GRINDING COMPANY, FOOD PROCESS- ING, GREETING CARD COMPANY, WIRE PRODUCTS MFG, LUMBER STORAGE, CABINET MFG, AUTOMOBILE BODY WRECKING, PAINT BOOTH, PACKAGING CO, CLAY PRODUCTS MFG, MACHINE SHOPS AND METAL LABORATORY, PLASTIC MFG AND STORAGE, TOOL STORAGE, MANUFACT\_URE OF INSECTICIDES, WOOD FABRICATION, BOAT CONSTRUCTION, PLUMBING SUPPLY STORAGE, DENTAL OFFICE, TRAVEL AGENCY, BANKS AND A GASOLINE SERVICE STATION. A PEA IS REQUIRED BECAUSE OF THE EVIDENCE OF CONTAMINATION AT THE SITE.

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**KITE SITE (Continued)**

**S100351177**

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

**Y124**  
**West**  
**1/2-1**  
**0.718 mi.**  
**3791 ft.**

**HH AIRCRAFT MFG CORP**  
**CULVER CITY, CA**  
**Site 1 of 2 in cluster Y**

**CA ENVIROSTOR** **S107736443**  
**N/A**

**Relative:**  
**Lower**

**ENVIROSTOR:**

**Actual:**  
**18 ft.**

Name: HH AIRCRAFT MFG CORP  
Address: Not reported  
City,State,Zip: CULVER CITY, CA  
Facility ID: 80000840  
Status: Inactive - Needs Evaluation  
Status Date: 07/01/2005  
Site Code: Not reported  
Site Type: Military Evaluation  
Site Type Detailed: FUDS  
Acres: 0  
NPL: NO  
Regulatory Agencies: SMBRP  
Lead Agency: SMBRP  
Program Manager: Not reported  
Supervisor: Douglas Bautista  
Division Branch: Cleanup Cypress  
Assembly: 62  
Senate: 26  
Special Program: Not reported  
Restricted Use: NO  
Site Mgmt Req: NONE SPECIFIED  
Funding: DERA  
Latitude: 33.97916  
Longitude: -118.4083  
APN: NONE SPECIFIED  
Past Use: NONE SPECIFIED  
Potential COC: NONE SPECIFIED  
Confirmed COC: NONE SPECIFIED  
Potential Description: NONE SPECIFIED  
Alias Name: CA99799F996100  
Alias Type: Federal Facility ID  
Alias Name: J09CA7138  
Alias Type: INPR  
Alias Name: 80000840  
Alias Type: Envirostor ID Number

**Completed Info:**

Completed Area Name: Not reported  
Completed Sub Area Name: Not reported  
Completed Document Type: Not reported  
Completed Date: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**HH AIRCRAFT MFG CORP (Continued)**

**S107736443**

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

**Y125**  
**West**  
**1/2-1**  
**0.720 mi.**  
**3801 ft.**

**HOWARD HUGHES AIRCRAFT MFG. CORP.**

**FUDS** **1024903905**  
**N/A**

**CULVER CITY, CA**

**Site 2 of 2 in cluster Y**

**Relative:**  
**Lower**

**FUDS:**

**Actual:**  
**18 ft.**

EPA Region: 09  
Installation ID: CA99799F996100  
Congressional District Number: 43  
Facility Name: HOWARD HUGHES AIRCRAFT MFG. CORP.  
FUDS Number: J09CA7138  
City: CULVER CITY  
State: CA  
County: LOS ANGELES  
Object ID: 3717  
USACE District: Los Angeles District (SPL)  
Status: Properties without projects  
Current Owner: Private Sector  
EMS Map Link: <https://fudportal.usace.army.mil/ems/ems/inventory/map/map?id=54272>  
Eligibility: Ineligible  
Has Projects: No  
NPL Status: Not Listed  
Latitude: 33.979166669999898  
Longitude: -118.40833333

**126**  
**West**  
**1/2-1**  
**0.966 mi.**  
**5101 ft.**

**FOUNTAINVIEW AT GONDA**  
**SOUTHEAST CORNER, JEFFERSON BLVD. & WESTLAWN AVENUE**  
**PLAYA VISTA, CA 90094**

**CA ENVIROSTOR** **S118757281**  
**N/A**

**Relative:**  
**Lower**

**ENVIROSTOR:**

**Actual:**  
**12 ft.**

Name: FOUNTAINVIEW AT GONDA  
Address: SOUTHEAST CORNER, JEFFERSON BLVD. & WESTLAWN AVENUE  
City,State,Zip: PLAYA VISTA, CA 90094  
Facility ID: 60002019  
Status: No Action Required  
Status Date: 11/21/2014  
Site Code: 301657  
Site Type: Calmortgage  
Site Type Detailed: Calmortgage  
Acres: 2.5  
NPL: NO

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**FOUNTAINVIEW AT GONDA (Continued)**

**S118757281**

Regulatory Agencies: SMBRP  
Lead Agency: SMBRP  
Program Manager: Not reported  
Supervisor: William Beckman  
Division Branch: Cleanup Sacramento  
Assembly: 62  
Senate: 26  
Special Program: Not reported  
Restricted Use: NO  
Site Mgmt Req: NONE SPECIFIED  
Funding: CalMortgage  
Latitude: 33.97882  
Longitude: -118.4126  
APN: NONE SPECIFIED  
Past Use: NONE  
Potential COC: NONE SPECIFIED No Contaminants found  
Confirmed COC: No Contaminants found  
Potential Description: NMA  
Alias Name: SL2043W1573  
Alias Type: GeoTracker Global ID  
Alias Name: 301657  
Alias Type: Project Code (Site Code)  
Alias Name: 60002019  
Alias Type: Envirostor ID Number

**Completed Info:**

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Environmental Review  
Completed Date: 06/11/2014  
Comments: Not reported

Future Area Name: Not reported  
Future Sub Area Name: Not reported  
Future Document Type: Not reported  
Future Due Date: Not reported  
Schedule Area Name: Not reported  
Schedule Sub Area Name: Not reported  
Schedule Document Type: Not reported  
Schedule Due Date: Not reported  
Schedule Revised Date: Not reported

Count: 2 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
LOS ANGELES	S101481035	WESTCHESTER 3 ACRE PROPERTY	ARIZONA CIR, ARIZONA AVE & CEN	90045	CA ENVIROSTOR
LOS ANGELES	S126143211	BALDWIN HILLS CONSERVANCY PROJECT	SOUTH LA CIENEGA BOULEVARD	90056	CA ENVIROSTOR, CA VCP

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

**Number of Days to Update:** Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

### STANDARD ENVIRONMENTAL RECORDS

#### ***Federal NPL site list***

##### **NPL: National Priority List**

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 07/29/2020	Source: EPA
Date Data Arrived at EDR: 08/03/2020	Telephone: N/A
Date Made Active in Reports: 08/25/2020	Last EDR Contact: 09/03/2020
Number of Days to Update: 22	Next Scheduled EDR Contact: 10/12/2020
	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: 07/29/2020	Source: EPA
Date Data Arrived at EDR: 08/03/2020	Telephone: N/A
Date Made Active in Reports: 08/25/2020	Last EDR Contact: 09/03/2020
Number of Days to Update: 22	Next Scheduled EDR Contact: 10/12/2020
	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.



## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/15/1991  
Date Data Arrived at EDR: 02/02/1994  
Date Made Active in Reports: 03/30/1994  
Number of Days to Update: 56

Source: EPA  
Telephone: 202-564-4267  
Last EDR Contact: 08/15/2011  
Next Scheduled EDR Contact: 11/28/2011  
Data Release Frequency: No Update Planned

### ***Federal Delisted NPL site list***

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 07/29/2020  
Date Data Arrived at EDR: 08/03/2020  
Date Made Active in Reports: 08/25/2020  
Number of Days to Update: 22

Source: EPA  
Telephone: N/A  
Last EDR Contact: 09/03/2020  
Next Scheduled EDR Contact: 10/12/2020  
Data Release Frequency: Quarterly

### ***Federal CERCLIS list***

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 04/03/2019  
Date Data Arrived at EDR: 04/05/2019  
Date Made Active in Reports: 05/14/2019  
Number of Days to Update: 39

Source: Environmental Protection Agency  
Telephone: 703-603-8704  
Last EDR Contact: 07/02/2020  
Next Scheduled EDR Contact: 10/12/2020  
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 known 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: 07/29/2020  
Date Data Arrived at EDR: 08/03/2020  
Date Made Active in Reports: 08/25/2020  
Number of Days to Update: 22

Source: EPA  
Telephone: 800-424-9346  
Last EDR Contact: 09/03/2020  
Next Scheduled EDR Contact: 10/26/2020  
Data Release Frequency: Quarterly

### ***Federal CERCLIS NFRAP site list***

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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: 07/29/2020	Source: EPA
Date Data Arrived at EDR: 08/03/2020	Telephone: 800-424-9346
Date Made Active in Reports: 08/25/2020	Last EDR Contact: 09/03/2020
Number of Days to Update: 22	Next Scheduled EDR Contact: 10/26/2020
	Data Release Frequency: Quarterly

### ***Federal RCRA CORRACTS facilities list***

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 03/23/2020	Source: EPA
Date Data Arrived at EDR: 03/25/2020	Telephone: 800-424-9346
Date Made Active in Reports: 05/21/2020	Last EDR Contact: 06/22/2020
Number of Days to Update: 57	Next Scheduled EDR Contact: 10/05/2020
	Data Release Frequency: Quarterly

### ***Federal RCRA non-CORRACTS TSD facilities list***

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 03/23/2020	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/25/2020	Telephone: (415) 495-8895
Date Made Active in Reports: 05/21/2020	Last EDR Contact: 06/22/2020
Number of Days to Update: 57	Next Scheduled EDR Contact: 10/05/2020
	Data Release Frequency: Quarterly

### ***Federal RCRA generators list***

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/23/2020	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/25/2020	Telephone: (415) 495-8895
Date Made Active in Reports: 05/21/2020	Last EDR Contact: 06/22/2020
Number of Days to Update: 57	Next Scheduled EDR Contact: 10/05/2020
	Data Release Frequency: Quarterly

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 03/23/2020  
Date Data Arrived at EDR: 03/25/2020  
Date Made Active in Reports: 05/21/2020  
Number of Days to Update: 57

Source: Environmental Protection Agency  
Telephone: (415) 495-8895  
Last EDR Contact: 06/22/2020  
Next Scheduled EDR Contact: 10/05/2020  
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: 03/23/2020  
Date Data Arrived at EDR: 03/25/2020  
Date Made Active in Reports: 05/21/2020  
Number of Days to Update: 57

Source: Environmental Protection Agency  
Telephone: (415) 495-8895  
Last EDR Contact: 06/22/2020  
Next Scheduled EDR Contact: 10/05/2020  
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: 05/15/2020  
Date Data Arrived at EDR: 05/19/2020  
Date Made Active in Reports: 06/18/2020  
Number of Days to Update: 30

Source: Department of the Navy  
Telephone: 843-820-7326  
Last EDR Contact: 08/04/2020  
Next Scheduled EDR Contact: 11/23/2020  
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: 02/13/2020  
Date Data Arrived at EDR: 02/20/2020  
Date Made Active in Reports: 05/15/2020  
Number of Days to Update: 85

Source: Environmental Protection Agency  
Telephone: 703-603-0695  
Last EDR Contact: 08/24/2020  
Next Scheduled EDR Contact: 12/07/2020  
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: 02/13/2020  
Date Data Arrived at EDR: 02/20/2020  
Date Made Active in Reports: 05/15/2020  
Number of Days to Update: 85

Source: Environmental Protection Agency  
Telephone: 703-603-0695  
Last EDR Contact: 08/24/2020  
Next Scheduled EDR Contact: 12/07/2020  
Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## ***Federal ERNS list***

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 03/22/2020

Date Data Arrived at EDR: 03/24/2020

Date Made Active in Reports: 06/18/2020

Number of Days to Update: 86

Source: National Response Center, United States Coast Guard

Telephone: 202-267-2180

Last EDR Contact: 06/22/2020

Next Scheduled EDR Contact: 10/05/2020

Data Release Frequency: Quarterly

## ***State- and tribal - equivalent NPL***

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity.

These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 04/27/2020

Date Data Arrived at EDR: 04/28/2020

Date Made Active in Reports: 07/13/2020

Number of Days to Update: 76

Source: Department of Toxic Substances Control

Telephone: 916-323-3400

Last EDR Contact: 07/27/2020

Next Scheduled EDR Contact: 11/09/2020

Data Release Frequency: Quarterly

## ***State- and tribal - equivalent CERCLIS***

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 04/27/2020

Date Data Arrived at EDR: 04/28/2020

Date Made Active in Reports: 07/13/2020

Number of Days to Update: 76

Source: Department of Toxic Substances Control

Telephone: 916-323-3400

Last EDR Contact: 07/27/2020

Next Scheduled EDR Contact: 11/09/2020

Data Release Frequency: Quarterly

## ***State and tribal landfill and/or solid waste disposal site lists***

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inventory of solid waste disposal facilities or landfills. These may be active or inactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 05/11/2020

Date Data Arrived at EDR: 05/12/2020

Date Made Active in Reports: 07/27/2020

Number of Days to Update: 76

Source: Department of Resources Recycling and Recovery

Telephone: 916-341-6320

Last EDR Contact: 08/10/2020

Next Scheduled EDR Contact: 11/23/2020

Data Release Frequency: Quarterly

## ***State and tribal leaking storage tank lists***

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### 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 REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004  
Date Data Arrived at EDR: 09/07/2004  
Date Made Active in Reports: 10/12/2004  
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)  
Telephone: 213-576-6710  
Last EDR Contact: 09/06/2011  
Next Scheduled EDR Contact: 12/19/2011  
Data Release Frequency: No Update Planned

### LUST REG 9: Leaking Underground Storage Tank Report

Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001  
Date Data Arrived at EDR: 04/23/2001  
Date Made Active in Reports: 05/21/2001  
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)  
Telephone: 858-637-5595  
Last EDR Contact: 09/26/2011  
Next Scheduled EDR Contact: 01/09/2012  
Data Release Frequency: No Update Planned

### LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)

Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 06/08/2020  
Date Data Arrived at EDR: 06/09/2020  
Date Made Active in Reports: 08/19/2020  
Number of Days to Update: 71

Source: State Water Resources Control Board  
Telephone: see region list  
Last EDR Contact: 09/08/2020  
Next Scheduled EDR Contact: 12/21/2020  
Data Release Frequency: Quarterly

### LUST REG 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calaveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008  
Date Data Arrived at EDR: 07/22/2008  
Date Made Active in Reports: 07/31/2008  
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)  
Telephone: 916-464-4834  
Last EDR Contact: 07/01/2011  
Next Scheduled EDR Contact: 10/17/2011  
Data Release Frequency: No Update Planned

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### LUST REG 6V: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005

Date Data Arrived at EDR: 06/07/2005

Date Made Active in Reports: 06/29/2005

Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)

Telephone: 760-241-7365

Last EDR Contact: 09/12/2011

Next Scheduled EDR Contact: 12/26/2011

Data Release Frequency: No Update Planned

### LUST REG 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 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 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

### INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 04/14/2020

Date Data Arrived at EDR: 05/20/2020

Date Made Active in Reports: 08/12/2020

Number of Days to Update: 84

Source: EPA Region 10

Telephone: 206-553-2857

Last EDR Contact: 07/24/2020

Next Scheduled EDR Contact: 11/02/2020

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: 04/14/2020

Date Data Arrived at EDR: 05/26/2020

Date Made Active in Reports: 08/12/2020

Number of Days to Update: 78

Source: EPA Region 4

Telephone: 404-562-8677

Last EDR Contact: 07/24/2020

Next Scheduled EDR Contact: 11/02/2020

Data Release Frequency: Varies



## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### 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: 04/14/2020	Source: EPA, Region 5
Date Data Arrived at EDR: 05/20/2020	Telephone: 312-886-7439
Date Made Active in Reports: 08/12/2020	Last EDR Contact: 07/24/2020
Number of Days to Update: 84	Next Scheduled EDR Contact: 11/02/2020
	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: 04/29/2020	Source: EPA Region 1
Date Data Arrived at EDR: 05/20/2020	Telephone: 617-918-1313
Date Made Active in Reports: 08/12/2020	Last EDR Contact: 07/24/2020
Number of Days to Update: 84	Next Scheduled EDR Contact: 11/02/2020
	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: 04/08/2020	Source: EPA Region 6
Date Data Arrived at EDR: 05/20/2020	Telephone: 214-665-6597
Date Made Active in Reports: 08/12/2020	Last EDR Contact: 07/24/2020
Number of Days to Update: 84	Next Scheduled EDR Contact: 11/02/2020
	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: 04/15/2020	Source: EPA Region 7
Date Data Arrived at EDR: 05/20/2020	Telephone: 913-551-7003
Date Made Active in Reports: 08/12/2020	Last EDR Contact: 07/24/2020
Number of Days to Update: 84	Next Scheduled EDR Contact: 11/02/2020
	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: 04/14/2020	Source: EPA Region 8
Date Data Arrived at EDR: 05/20/2020	Telephone: 303-312-6271
Date Made Active in Reports: 08/12/2020	Last EDR Contact: 07/24/2020
Number of Days to Update: 84	Next Scheduled EDR Contact: 11/02/2020
	Data Release Frequency: Varies

### INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 04/08/2020	Source: Environmental Protection Agency
Date Data Arrived at EDR: 05/20/2020	Telephone: 415-972-3372
Date Made Active in Reports: 08/12/2020	Last EDR Contact: 07/24/2020
Number of Days to Update: 84	Next Scheduled EDR Contact: 11/02/2020
	Data Release Frequency: Varies

### CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)

Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 06/08/2020	Source: State Water Resources Control Board
Date Data Arrived at EDR: 06/09/2020	Telephone: 866-480-1028
Date Made Active in Reports: 08/19/2020	Last EDR Contact: 09/08/2020
Number of Days to Update: 71	Next Scheduled EDR Contact: 12/21/2020
	Data Release Frequency: Varies

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### 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



## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### SLIC REG 6L: SLIC Sites

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004  
Date Data Arrived at EDR: 09/07/2004  
Date Made Active in Reports: 10/12/2004  
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region  
Telephone: 530-542-5574  
Last EDR Contact: 08/15/2011  
Next Scheduled EDR Contact: 11/28/2011  
Data Release Frequency: No Update Planned

### SLIC REG 7: SLIC List

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004  
Date Data Arrived at EDR: 11/29/2004  
Date Made Active in Reports: 01/04/2005  
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region  
Telephone: 760-346-7491  
Last EDR Contact: 08/01/2011  
Next Scheduled EDR Contact: 11/14/2011  
Data Release Frequency: No Update Planned

### SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008  
Date Data Arrived at EDR: 04/03/2008  
Date Made Active in Reports: 04/14/2008  
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)  
Telephone: 951-782-3298  
Last EDR Contact: 09/12/2011  
Next Scheduled EDR Contact: 12/26/2011  
Data Release Frequency: No Update Planned

### SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007  
Date Data Arrived at EDR: 09/11/2007  
Date Made Active in Reports: 09/28/2007  
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)  
Telephone: 858-467-2980  
Last EDR Contact: 08/08/2011  
Next Scheduled EDR Contact: 11/21/2011  
Data Release Frequency: No Update Planned

### ***State and tribal registered storage tank lists***

#### FEMA UST: Underground Storage Tank Listing

A listing of all FEMA owned underground storage tanks.

Date of Government Version: 02/01/2020  
Date Data Arrived at EDR: 03/19/2020  
Date Made Active in Reports: 06/09/2020  
Number of Days to Update: 82

Source: FEMA  
Telephone: 202-646-5797  
Last EDR Contact: 07/06/2020  
Next Scheduled EDR Contact: 10/19/2020  
Data Release Frequency: Varies

#### UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 06/08/2020  
Date Data Arrived at EDR: 06/09/2020  
Date Made Active in Reports: 08/20/2020  
Number of Days to Update: 72

Source: SWRCB  
Telephone: 916-341-5851  
Last EDR Contact: 09/08/2020  
Next Scheduled EDR Contact: 12/21/2020  
Data Release Frequency: Semi-Annually

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### MILITARY UST SITES: Military UST Sites (GEOTRACKER)

Military ust sites

Date of Government Version: 06/08/2020  
Date Data Arrived at EDR: 06/09/2020  
Date Made Active in Reports: 08/19/2020  
Number of Days to Update: 71

Source: State Water Resources Control Board  
Telephone: 866-480-1028  
Last EDR Contact: 09/08/2020  
Next Scheduled EDR Contact: 12/21/2020  
Data Release Frequency: Varies

### UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases

UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 05/26/2020  
Date Data Arrived at EDR: 06/09/2020  
Date Made Active in Reports: 08/20/2020  
Number of Days to Update: 72

Source: State Water Resources Control Board  
Telephone: 916-327-7844  
Last EDR Contact: 09/08/2020  
Next Scheduled EDR Contact: 12/21/2020  
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: 06/10/2020  
Next Scheduled EDR Contact: 09/28/2020  
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: 04/14/2020  
Date Data Arrived at EDR: 05/26/2020  
Date Made Active in Reports: 08/12/2020  
Number of Days to Update: 78

Source: EPA Region 4  
Telephone: 404-562-9424  
Last EDR Contact: 07/24/2020  
Next Scheduled EDR Contact: 11/02/2020  
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: 04/03/2020  
Date Data Arrived at EDR: 05/20/2020  
Date Made Active in Reports: 08/12/2020  
Number of Days to Update: 84

Source: EPA Region 7  
Telephone: 913-551-7003  
Last EDR Contact: 07/24/2020  
Next Scheduled EDR Contact: 11/02/2020  
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: 04/14/2020  
Date Data Arrived at EDR: 05/20/2020  
Date Made Active in Reports: 08/12/2020  
Number of Days to Update: 84

Source: EPA Region 10  
Telephone: 206-553-2857  
Last EDR Contact: 07/24/2020  
Next Scheduled EDR Contact: 11/02/2020  
Data Release Frequency: Varies

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### 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: 04/08/2020	Source: EPA Region 9
Date Data Arrived at EDR: 05/20/2020	Telephone: 415-972-3368
Date Made Active in Reports: 08/12/2020	Last EDR Contact: 07/23/2020
Number of Days to Update: 84	Next Scheduled EDR Contact: 11/01/2020
	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: 04/08/2020	Source: EPA Region 6
Date Data Arrived at EDR: 05/20/2020	Telephone: 214-665-7591
Date Made Active in Reports: 08/12/2020	Last EDR Contact: 07/24/2020
Number of Days to Update: 84	Next Scheduled EDR Contact: 11/02/2020
	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: 04/14/2020	Source: EPA Region 5
Date Data Arrived at EDR: 05/20/2020	Telephone: 312-886-6136
Date Made Active in Reports: 08/12/2020	Last EDR Contact: 07/24/2020
Number of Days to Update: 84	Next Scheduled EDR Contact: 11/02/2020
	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: 04/29/2020	Source: EPA, Region 1
Date Data Arrived at EDR: 05/20/2020	Telephone: 617-918-1313
Date Made Active in Reports: 08/12/2020	Last EDR Contact: 07/24/2020
Number of Days to Update: 84	Next Scheduled EDR Contact: 11/02/2020
	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: 04/14/2020	Source: EPA Region 8
Date Data Arrived at EDR: 05/20/2020	Telephone: 303-312-6137
Date Made Active in Reports: 08/13/2020	Last EDR Contact: 07/24/2020
Number of Days to Update: 85	Next Scheduled EDR Contact: 11/02/2020
	Data Release Frequency: Varies

### **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: 04/27/2020	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 04/28/2020	Telephone: 916-323-3400
Date Made Active in Reports: 07/13/2020	Last EDR Contact: 07/27/2020
Number of Days to Update: 76	Next Scheduled EDR Contact: 11/09/2020
	Data Release Frequency: Quarterly

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### INDIAN VCP R7: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008	Source: EPA, Region 7
Date Data Arrived at EDR: 04/22/2008	Telephone: 913-551-7365
Date Made Active in Reports: 05/19/2008	Last EDR Contact: 04/20/2009
Number of Days to Update: 27	Next Scheduled EDR Contact: 07/20/2009
	Data Release Frequency: Varies

### INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015	Source: EPA, Region 1
Date Data Arrived at EDR: 09/29/2015	Telephone: 617-918-1102
Date Made Active in Reports: 02/18/2016	Last EDR Contact: 06/17/2020
Number of Days to Update: 142	Next Scheduled EDR Contact: 10/05/2020
	Data Release Frequency: Varies

### **State and tribal Brownfields sites**

#### BROWNFIELDS: Considered Brownfields 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: 06/22/2020	Source: State Water Resources Control Board
Date Data Arrived at EDR: 06/22/2020	Telephone: 916-323-7905
Date Made Active in Reports: 09/04/2020	Last EDR Contact: 06/22/2020
Number of Days to Update: 74	Next Scheduled EDR Contact: 10/05/2020
	Data Release Frequency: Quarterly

### **ADDITIONAL ENVIRONMENTAL RECORDS**

#### **Local Brownfield lists**

##### US BROWNFIELDS: A Listing of Brownfields Sites

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 06/01/2020	Source: Environmental Protection Agency
Date Data Arrived at EDR: 06/02/2020	Telephone: 202-566-2777
Date Made Active in Reports: 06/09/2020	Last EDR Contact: 06/02/2020
Number of Days to Update: 7	Next Scheduled EDR Contact: 09/28/2020
	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.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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: 07/21/2020  
Next Scheduled EDR Contact: 11/09/2020  
Data Release Frequency: No Update Planned

### SWRCY: Recycler Database

A listing of recycling facilities in California.

Date of Government Version: 06/08/2020  
Date Data Arrived at EDR: 06/09/2020  
Date Made Active in Reports: 08/19/2020  
Number of Days to Update: 71

Source: Department of Conservation  
Telephone: 916-323-3836  
Last EDR Contact: 09/08/2020  
Next Scheduled EDR Contact: 12/21/2020  
Data Release Frequency: Quarterly

### HAULERS: Registered Waste Tire Haulers Listing

A listing of registered waste tire haulers.

Date of Government Version: 05/28/2020  
Date Data Arrived at EDR: 05/29/2020  
Date Made Active in Reports: 08/12/2020  
Number of Days to Update: 75

Source: Integrated Waste Management Board  
Telephone: 916-341-6422  
Last EDR Contact: 08/04/2020  
Next Scheduled EDR Contact: 11/23/2020  
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: 07/21/2020  
Next Scheduled EDR Contact: 11/09/2020  
Data Release Frequency: Varies

### ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985  
Date Data Arrived at EDR: 08/09/2004  
Date Made Active in Reports: 09/17/2004  
Number of Days to Update: 39

Source: Environmental Protection Agency  
Telephone: 800-424-9346  
Last EDR Contact: 06/09/2004  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

### DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009  
Date Data Arrived at EDR: 05/07/2009  
Date Made Active in Reports: 09/21/2009  
Number of Days to Update: 137

Source: EPA, Region 9  
Telephone: 415-947-4219  
Last EDR Contact: 07/14/2020  
Next Scheduled EDR Contact: 11/02/2020  
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 Services, Indian Health Service  
Telephone: 301-443-1452  
Last EDR Contact: 07/31/2020  
Next Scheduled EDR Contact: 11/09/2020  
Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## ***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: 03/18/2020  
Date Data Arrived at EDR: 03/19/2020  
Date Made Active in Reports: 06/09/2020  
Number of Days to Update: 82

Source: Drug Enforcement Administration  
Telephone: 202-307-1000  
Last EDR Contact: 08/19/2020  
Next Scheduled EDR Contact: 12/07/2020  
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: 04/27/2020  
Date Data Arrived at EDR: 04/28/2020  
Date Made Active in Reports: 07/13/2020  
Number of Days to Update: 76

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400  
Last EDR Contact: 07/27/2020  
Next Scheduled EDR Contact: 11/09/2020  
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: 06/30/2019  
Date Data Arrived at EDR: 05/28/2020  
Date Made Active in Reports: 08/12/2020  
Number of Days to Update: 76

Source: Department of Toxic Substances Control  
Telephone: 916-255-6504  
Last EDR Contact: 07/09/2020  
Next Scheduled EDR Contact: 10/19/2020  
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.



## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 04/20/2020  
Date Data Arrived at EDR: 04/21/2020  
Date Made Active in Reports: 07/13/2020  
Number of Days to Update: 83

Source: CalEPA  
Telephone: 916-323-2514  
Last EDR Contact: 07/21/2020  
Next Scheduled EDR Contact: 11/02/2020  
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: 03/18/2020  
Date Data Arrived at EDR: 03/19/2020  
Date Made Active in Reports: 06/09/2020  
Number of Days to Update: 82

Source: Drug Enforcement Administration  
Telephone: 202-307-1000  
Last EDR Contact: 08/19/2020  
Next Scheduled EDR Contact: 12/07/2020  
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: 06/08/2020  
Date Data Arrived at EDR: 06/09/2020  
Date Made Active in Reports: 08/19/2020  
Number of Days to Update: 71

Source: State Water Resources Control Board  
Telephone: 866-480-1028  
Last EDR Contact: 09/08/2020  
Next Scheduled EDR Contact: 12/21/2020  
Data Release Frequency: Varies

### Local Lists of Registered Storage Tanks

#### SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994  
Date Data Arrived at EDR: 07/07/2005  
Date Made Active in Reports: 08/11/2005  
Number of Days to Update: 35

Source: State Water Resources Control Board  
Telephone: N/A  
Last EDR Contact: 06/03/2005  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

#### UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 05/20/2020  
Date Data Arrived at EDR: 05/20/2020  
Date Made Active in Reports: 08/06/2020  
Number of Days to Update: 78

Source: Department of Public Health  
Telephone: 707-463-4466  
Last EDR Contact: 08/17/2020  
Next Scheduled EDR Contact: 12/07/2020  
Data Release Frequency: Annually

#### HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990  
Date Data Arrived at EDR: 01/25/1991  
Date Made Active in Reports: 02/12/1991  
Number of Days to Update: 18

Source: State Water Resources Control Board  
Telephone: 916-341-5851  
Last EDR Contact: 07/26/2001  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### SAN FRANCISCO AST: Aboveground Storage Tank Site Listing

Aboveground storage tank sites

Date of Government Version: 05/04/2020  
Date Data Arrived at EDR: 05/06/2020  
Date Made Active in Reports: 07/17/2020  
Number of Days to Update: 72

Source: San Francisco County Department of Public Health  
Telephone: 415-252-3896  
Last EDR Contact: 07/28/2020  
Next Scheduled EDR Contact: 11/16/2020  
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: 04/20/2020  
Date Data Arrived at EDR: 04/21/2020  
Date Made Active in Reports: 07/09/2020  
Number of Days to Update: 79

Source: California Environmental Protection Agency  
Telephone: 916-323-2514  
Last EDR Contact: 07/21/2020  
Next Scheduled EDR Contact: 11/02/2020  
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: 05/28/2020  
Date Data Arrived at EDR: 05/29/2020  
Date Made Active in Reports: 08/12/2020  
Number of Days to Update: 75

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400  
Last EDR Contact: 08/25/2020  
Next Scheduled EDR Contact: 12/14/2020  
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: 07/29/2020  
Date Data Arrived at EDR: 08/03/2020  
Date Made Active in Reports: 08/25/2020  
Number of Days to Update: 22

Source: Environmental Protection Agency  
Telephone: 202-564-6023  
Last EDR Contact: 09/03/2020  
Next Scheduled EDR Contact: 10/12/2020  
Data Release Frequency: Semi-Annually

#### DEED: Deed Restriction Listing



## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 06/01/2020	Source: DTSC and SWRCB
Date Data Arrived at EDR: 06/02/2020	Telephone: 916-323-3400
Date Made Active in Reports: 08/14/2020	Last EDR Contact: 08/31/2020
Number of Days to Update: 73	Next Scheduled EDR Contact: 12/14/2020
	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: 02/27/2020	Source: U.S. Department of Transportation
Date Data Arrived at EDR: 03/24/2020	Telephone: 202-366-4555
Date Made Active in Reports: 06/18/2020	Last EDR Contact: 06/23/2020
Number of Days to Update: 86	Next Scheduled EDR Contact: 10/05/2020
	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: 03/31/2020	Source: Office of Emergency Services
Date Data Arrived at EDR: 04/21/2020	Telephone: 916-845-8400
Date Made Active in Reports: 07/09/2020	Last EDR Contact: 07/21/2020
Number of Days to Update: 79	Next Scheduled EDR Contact: 11/02/2020
	Data Release Frequency: Semi-Annually

#### **LDS: Land Disposal Sites Listing (GEOTRACKER)**

Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 06/08/2020	Source: State Water Quality Control Board
Date Data Arrived at EDR: 06/09/2020	Telephone: 866-480-1028
Date Made Active in Reports: 08/19/2020	Last EDR Contact: 09/08/2020
Number of Days to Update: 71	Next Scheduled EDR Contact: 12/21/2020
	Data Release Frequency: Quarterly

#### **MCS: Military Cleanup Sites Listing (GEOTRACKER)**

Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 06/08/2020	Source: State Water Resources Control Board
Date Data Arrived at EDR: 06/09/2020	Telephone: 866-480-1028
Date Made Active in Reports: 08/19/2020	Last EDR Contact: 09/08/2020
Number of Days to Update: 71	Next Scheduled EDR Contact: 12/21/2020
	Data Release Frequency: Quarterly

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012

Date Data Arrived at EDR: 01/03/2013

Date Made Active in Reports: 02/22/2013

Number of Days to Update: 50

Source: FirstSearch

Telephone: N/A

Last EDR Contact: 01/03/2013

Next Scheduled EDR Contact: N/A

Data Release Frequency: No Update Planned

### Other Ascertainable Records

#### RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 03/23/2020

Date Data Arrived at EDR: 03/25/2020

Date Made Active in Reports: 05/21/2020

Number of Days to Update: 57

Source: Environmental Protection Agency

Telephone: (415) 495-8895

Last EDR Contact: 06/22/2020

Next Scheduled EDR Contact: 10/05/2020

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: 05/13/2020

Date Data Arrived at EDR: 05/18/2020

Date Made Active in Reports: 08/12/2020

Number of Days to Update: 86

Source: U.S. Army Corps of Engineers

Telephone: 202-528-4285

Last EDR Contact: 08/13/2020

Next Scheduled EDR Contact: 11/30/2020

Data Release Frequency: Varies

#### DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005

Date Data Arrived at EDR: 11/10/2006

Date Made Active in Reports: 01/11/2007

Number of Days to Update: 62

Source: USGS

Telephone: 888-275-8747

Last EDR Contact: 07/09/2020

Next Scheduled EDR Contact: 10/19/2020

Data Release Frequency: Semi-Annually

#### FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 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: 07/06/2020

Next Scheduled EDR Contact: 10/19/2020

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.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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: 08/05/2020  
Next Scheduled EDR Contact: 11/23/2020  
Data Release Frequency: Varies

### US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 03/23/2020  
Date Data Arrived at EDR: 03/24/2020  
Date Made Active in Reports: 06/18/2020  
Number of Days to Update: 86

Source: Environmental Protection Agency  
Telephone: 202-566-1917  
Last EDR Contact: 06/22/2020  
Next Scheduled EDR Contact: 10/05/2020  
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: 07/31/2020  
Next Scheduled EDR Contact: 11/16/2020  
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: 08/06/2020  
Next Scheduled EDR Contact: 11/16/2020  
Data Release Frequency: Varies

### TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016  
Date Data Arrived at EDR: 06/21/2017  
Date Made Active in Reports: 01/05/2018  
Number of Days to Update: 198

Source: EPA  
Telephone: 202-260-5521  
Last EDR Contact: 06/17/2020  
Next Scheduled EDR Contact: 09/28/2020  
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.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/31/2018  
Date Data Arrived at EDR: 02/05/2020  
Date Made Active in Reports: 04/24/2020  
Number of Days to Update: 79

Source: EPA  
Telephone: 202-566-0250  
Last EDR Contact: 08/14/2020  
Next Scheduled EDR Contact: 11/30/2020  
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: 03/01/2020  
Date Data Arrived at EDR: 04/21/2020  
Date Made Active in Reports: 07/15/2020  
Number of Days to Update: 85

Source: EPA  
Telephone: 202-564-4203  
Last EDR Contact: 07/21/2020  
Next Scheduled EDR Contact: 11/02/2020  
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: 07/29/2020  
Date Data Arrived at EDR: 08/03/2020  
Date Made Active in Reports: 08/25/2020  
Number of Days to Update: 22

Source: EPA  
Telephone: 703-416-0223  
Last EDR Contact: 09/03/2020  
Next Scheduled EDR Contact: 12/14/2020  
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: 01/31/2020  
Date Data Arrived at EDR: 05/13/2020  
Date Made Active in Reports: 08/03/2020  
Number of Days to Update: 82

Source: Environmental Protection Agency  
Telephone: 202-564-8600  
Last EDR Contact: 07/15/2020  
Next Scheduled EDR Contact: 11/02/2020  
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

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 04/27/2020	Source: EPA
Date Data Arrived at EDR: 05/06/2020	Telephone: 202-564-6023
Date Made Active in Reports: 06/09/2020	Last EDR Contact: 09/03/2020
Number of Days to Update: 34	Next Scheduled EDR Contact: 11/16/2020
	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: 10/09/2019	Source: EPA
Date Data Arrived at EDR: 10/11/2019	Telephone: 202-566-0500
Date Made Active in Reports: 12/20/2019	Last EDR Contact: 07/13/2020
Number of Days to Update: 70	Next Scheduled EDR Contact: 10/19/2020
	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	Source: Environmental Protection Agency
Date Data Arrived at EDR: 11/23/2016	Telephone: 202-564-2501
Date Made Active in Reports: 02/10/2017	Last EDR Contact: 06/30/2020
Number of Days to Update: 79	Next Scheduled EDR Contact: 10/19/2020
	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	Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Date Data Arrived at EDR: 04/16/2009	Telephone: 202-566-1667
Date Made Active in Reports: 05/11/2009	Last EDR Contact: 08/18/2017
Number of Days to Update: 25	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	Source: EPA
Date Data Arrived at EDR: 04/16/2009	Telephone: 202-566-1667
Date Made Active in Reports: 05/11/2009	Last EDR Contact: 08/18/2017
Number of Days to Update: 25	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: 10/25/2019	Source: Nuclear Regulatory Commission
Date Data Arrived at EDR: 10/25/2019	Telephone: 301-415-7169
Date Made Active in Reports: 01/15/2020	Last EDR Contact: 07/20/2020
Number of Days to Update: 82	Next Scheduled EDR Contact: 11/02/2020
	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: 12/31/2018	Source: Department of Energy
Date Data Arrived at EDR: 12/04/2019	Telephone: 202-586-8719
Date Made Active in Reports: 01/15/2020	Last EDR Contact: 09/04/2020
Number of Days to Update: 42	Next Scheduled EDR Contact: 12/14/2020
	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	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/05/2019	Telephone: N/A
Date Made Active in Reports: 11/11/2019	Last EDR Contact: 08/31/2020
Number of Days to Update: 251	Next Scheduled EDR Contact: 12/14/2020
	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	Source: Environmental Protection Agency
Date Data Arrived at EDR: 11/06/2019	Telephone: 202-566-0517
Date Made Active in Reports: 02/10/2020	Last EDR Contact: 08/06/2020
Number of Days to Update: 96	Next Scheduled EDR Contact: 11/16/2020
	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	Source: Environmental Protection Agency
Date Data Arrived at EDR: 07/01/2019	Telephone: 202-343-9775
Date Made Active in Reports: 09/23/2019	Last EDR Contact: 06/24/2020
Number of Days to Update: 84	Next Scheduled EDR Contact: 10/12/2020
	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	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 12/17/2007
Number of Days to Update: 40	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.



## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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 Transportation, 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 Transportation, Office of Pipeline Safety  
Telephone: 202-366-4595  
Last EDR Contact: 07/27/2020  
Next Scheduled EDR Contact: 11/09/2020  
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: 06/30/2020  
Date Data Arrived at EDR: 07/15/2020  
Date Made Active in Reports: 07/21/2020  
Number of Days to Update: 6

Source: Department of Justice, Consent Decree Library  
Telephone: Varies  
Last EDR Contact: 07/06/2020  
Next Scheduled EDR Contact: 10/19/2020  
Data Release Frequency: Varies

### BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2015  
Date Data Arrived at EDR: 02/22/2017  
Date Made Active in Reports: 09/28/2017  
Number of Days to Update: 218

Source: EPA/NTIS  
Telephone: 800-424-9346  
Last EDR Contact: 06/22/2020  
Next Scheduled EDR Contact: 10/05/2020  
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: 07/07/2020  
Next Scheduled EDR Contact: 10/19/2020  
Data Release Frequency: Semi-Annually

### FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 08/08/2017  
Date Data Arrived at EDR: 09/11/2018  
Date Made Active in Reports: 09/14/2018  
Number of Days to Update: 3

Source: Department of Energy  
Telephone: 202-586-3559  
Last EDR Contact: 07/28/2020  
Next Scheduled EDR Contact: 11/16/2020  
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.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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: 08/21/2020  
Next Scheduled EDR Contact: 11/30/2020  
Data Release Frequency: Varies

### LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 07/29/2020  
Date Data Arrived at EDR: 08/03/2020  
Date Made Active in Reports: 08/25/2020  
Number of Days to Update: 22

Source: Environmental Protection Agency  
Telephone: 703-603-8787  
Last EDR Contact: 09/03/2020  
Next Scheduled EDR Contact: 10/12/2020  
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 1931 and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust.

Date of Government Version: 04/05/2001  
Date Data Arrived at EDR: 10/27/2010  
Date Made Active in Reports: 12/02/2010  
Number of Days to Update: 36

Source: American Journal of Public Health  
Telephone: 703-305-6451  
Last EDR Contact: 12/02/2009  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

### 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: 05/28/2020  
Date Data Arrived at EDR: 05/28/2020  
Date Made Active in Reports: 08/13/2020  
Number of Days to Update: 77

Source: DOL, Mine Safety & Health Administration  
Telephone: 202-693-9424  
Last EDR Contact: 08/26/2020  
Next Scheduled EDR Contact: 12/14/2020  
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.



## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 05/01/2020  
Date Data Arrived at EDR: 05/21/2020  
Date Made Active in Reports: 08/13/2020  
Number of Days to Update: 84

Source: Department of Labor, Mine Safety and Health Administration  
Telephone: 303-231-5959  
Last EDR Contact: 08/25/2020  
Next Scheduled EDR Contact: 12/07/2020  
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: 08/28/2020  
Next Scheduled EDR Contact: 12/07/2020  
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: 08/28/2020  
Next Scheduled EDR Contact: 12/07/2020  
Data Release Frequency: Varies

### ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 03/05/2020  
Date Data Arrived at EDR: 03/06/2020  
Date Made Active in Reports: 05/29/2020  
Number of Days to Update: 84

Source: Department of Interior  
Telephone: 202-208-2609  
Last EDR Contact: 09/01/2020  
Next Scheduled EDR Contact: 12/21/2020  
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: 02/03/2020  
Date Data Arrived at EDR: 03/03/2020  
Date Made Active in Reports: 05/28/2020  
Number of Days to Update: 86

Source: EPA  
Telephone: (415) 947-8000  
Last EDR Contact: 08/26/2020  
Next Scheduled EDR Contact: 12/14/2020  
Data Release Frequency: Quarterly

### DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 05/31/2018  
Date Data Arrived at EDR: 07/26/2018  
Date Made Active in Reports: 10/05/2018  
Number of Days to Update: 71

Source: Environmental Protection Agency  
Telephone: 202-564-0527  
Last EDR Contact: 08/19/2020  
Next Scheduled EDR Contact: 12/07/2020  
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: 04/04/2020  
Date Data Arrived at EDR: 04/07/2020  
Date Made Active in Reports: 06/26/2020  
Number of Days to Update: 80

Source: Environmental Protection Agency  
Telephone: 202-564-2280  
Last EDR Contact: 07/02/2020  
Next Scheduled EDR Contact: 10/19/2020  
Data Release Frequency: Quarterly

### UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 12/31/2017  
Date Data Arrived at EDR: 01/17/2019  
Date Made Active in Reports: 04/01/2019  
Number of Days to Update: 74

Source: Department of Defense  
Telephone: 703-704-1564  
Last EDR Contact: 07/09/2020  
Next Scheduled EDR Contact: 10/26/2020  
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: 05/18/2020  
Date Data Arrived at EDR: 05/19/2020  
Date Made Active in Reports: 08/03/2020  
Number of Days to Update: 76

Source: EPA  
Telephone: 800-385-6164  
Last EDR Contact: 08/17/2020  
Next Scheduled EDR Contact: 11/30/2020  
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: 06/22/2020  
Date Data Arrived at EDR: 06/22/2020  
Date Made Active in Reports: 09/04/2020  
Number of Days to Update: 74

Source: CAL EPA/Office of Emergency Information  
Telephone: 916-323-3400  
Last EDR Contact: 06/22/2020  
Next Scheduled EDR Contact: 10/05/2020  
Data Release Frequency: Quarterly

### CUPA SAN FRANCISCO CO: CUPA Facility Listing

Cupa facilities

Date of Government Version: 05/04/2020  
Date Data Arrived at EDR: 05/06/2020  
Date Made Active in Reports: 07/17/2020  
Number of Days to Update: 72

Source: San Francisco County Department of Environmental Health  
Telephone: 415-252-3896  
Last EDR Contact: 07/28/2020  
Next Scheduled EDR Contact: 11/16/2020  
Data Release Frequency: Varies

### CUPA LIVERMORE-PLEASANTON: CUPA Facility Listing

list of facilities associated with the various CUPA programs in Livermore-Pleasanton

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 05/01/2019  
Date Data Arrived at EDR: 05/14/2019  
Date Made Active in Reports: 07/17/2019  
Number of Days to Update: 64

Source: Livermore-Pleasanton Fire Department  
Telephone: 925-454-2361  
Last EDR Contact: 08/14/2020  
Next Scheduled EDR Contact: 11/23/2020  
Data Release Frequency: Varies

### DRYCLEAN AVAQMD: Antelope Valley Air Quality Management District Drycleaner Listing

A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 05/28/2020  
Date Data Arrived at EDR: 05/29/2020  
Date Made Active in Reports: 08/12/2020  
Number of Days to Update: 75

Source: Antelope Valley Air Quality Management District  
Telephone: 661-723-8070  
Last EDR Contact: 08/25/2020  
Next Scheduled EDR Contact: 12/14/2020  
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: 08/19/2020  
Date Data Arrived at EDR: 08/21/2020  
Date Made Active in Reports: 09/04/2020  
Number of Days to Update: 14

Source: South Coast Air Quality Management District  
Telephone: 909-396-3211  
Last EDR Contact: 08/17/2020  
Next Scheduled EDR Contact: 12/07/2020  
Data Release Frequency: Varies

### DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 06/04/2020  
Date Data Arrived at EDR: 06/05/2020  
Date Made Active in Reports: 08/17/2020  
Number of Days to Update: 73

Source: Department of Toxic Substance Control  
Telephone: 916-327-4498  
Last EDR Contact: 08/24/2020  
Next Scheduled EDR Contact: 12/14/2020  
Data Release Frequency: Annually

### EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2018  
Date Data Arrived at EDR: 06/16/2020  
Date Made Active in Reports: 08/28/2020  
Number of Days to Update: 73

Source: California Air Resources Board  
Telephone: 916-322-2990  
Last EDR Contact: 06/16/2020  
Next Scheduled EDR Contact: 09/28/2020  
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: 04/03/2020  
Date Data Arrived at EDR: 04/07/2020  
Date Made Active in Reports: 04/15/2020  
Number of Days to Update: 8

Source: State Water Resources Control Board  
Telephone: 916-445-9379  
Last EDR Contact: 07/21/2020  
Next Scheduled EDR Contact: 11/02/2020  
Data Release Frequency: Varies

### Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 04/09/2020  
Date Data Arrived at EDR: 04/10/2020  
Date Made Active in Reports: 07/01/2020  
Number of Days to Update: 82

Source: Department of Toxic Substances Control  
Telephone: 916-255-3628  
Last EDR Contact: 07/14/2020  
Next Scheduled EDR Contact: 11/02/2020  
Data Release Frequency: Varies

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 05/14/2020	Source: California Integrated Waste Management Board
Date Data Arrived at EDR: 05/15/2020	Telephone: 916-341-6066
Date Made Active in Reports: 07/27/2020	Last EDR Contact: 08/04/2020
Number of Days to Update: 73	Next Scheduled EDR Contact: 11/23/2020
	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	Source: California Environmental Protection Agency
Date Data Arrived at EDR: 04/15/2020	Telephone: 916-255-1136
Date Made Active in Reports: 07/02/2020	Last EDR Contact: 07/06/2020
Number of Days to Update: 78	Next Scheduled EDR Contact: 10/19/2020
	Data Release Frequency: Annually

### ICE: ICE

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 05/18/2020	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 05/19/2020	Telephone: 877-786-9427
Date Made Active in Reports: 07/31/2020	Last EDR Contact: 08/17/2020
Number of Days to Update: 73	Next Scheduled EDR Contact: 11/30/2020
	Data Release Frequency: Quarterly

### HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 01/22/2009	Telephone: 916-323-3400
Date Made Active in Reports: 04/08/2009	Last EDR Contact: 01/22/2009
Number of Days to Update: 76	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

### HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 05/18/2020	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 05/18/2020	Telephone: 916-323-3400
Date Made Active in Reports: 07/31/2020	Last EDR Contact: 08/17/2020
Number of Days to Update: 74	Next Scheduled EDR Contact: 11/30/2020
	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: 04/06/2020	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 04/08/2020	Telephone: 916-440-7145
Date Made Active in Reports: 06/26/2020	Last EDR Contact: 07/07/2020
Number of Days to Update: 79	Next Scheduled EDR Contact: 10/19/2020
	Data Release Frequency: Quarterly

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### MINES: Mines Site Location Listing

A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 06/08/2020	Source: Department of Conservation
Date Data Arrived at EDR: 06/09/2020	Telephone: 916-322-1080
Date Made Active in Reports: 08/19/2020	Last EDR Contact: 09/08/2020
Number of Days to Update: 71	Next Scheduled EDR Contact: 12/21/2020
	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: 05/28/2020	Source: Department of Public Health
Date Data Arrived at EDR: 06/02/2020	Telephone: 916-558-1784
Date Made Active in Reports: 08/14/2020	Last EDR Contact: 08/31/2020
Number of Days to Update: 73	Next Scheduled EDR Contact: 12/14/2020
	Data Release Frequency: Varies

### NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

Date of Government Version: 05/12/2020	Source: State Water Resources Control Board
Date Data Arrived at EDR: 05/12/2020	Telephone: 916-445-9379
Date Made Active in Reports: 07/28/2020	Last EDR Contact: 08/10/2020
Number of Days to Update: 77	Next Scheduled EDR Contact: 11/23/2020
	Data Release Frequency: Quarterly

### PEST LIC: Pesticide Regulation Licenses Listing

A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 06/01/2020	Source: Department of Pesticide Regulation
Date Data Arrived at EDR: 06/02/2020	Telephone: 916-445-4038
Date Made Active in Reports: 08/14/2020	Last EDR Contact: 08/31/2020
Number of Days to Update: 73	Next Scheduled EDR Contact: 12/14/2020
	Data Release Frequency: Quarterly

### PROC: Certified Processors Database

A listing of certified processors.

Date of Government Version: 06/08/2020	Source: Department of Conservation
Date Data Arrived at EDR: 06/09/2020	Telephone: 916-323-3836
Date Made Active in Reports: 08/19/2020	Last EDR Contact: 09/08/2020
Number of Days to Update: 71	Next Scheduled EDR Contact: 12/21/2020
	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: 08/21/2020	Source: State Water Resources Control Board
Date Data Arrived at EDR: 08/21/2020	Telephone: 916-445-3846
Date Made Active in Reports: 08/27/2020	Last EDR Contact: 08/20/2020
Number of Days to Update: 6	Next Scheduled EDR Contact: 09/28/2020
	Data Release Frequency: No Update Planned

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### UIC: UIC Listing

A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 06/06/2020	Source: Department of Conservation
Date Data Arrived at EDR: 06/09/2020	Telephone: 916-445-2408
Date Made Active in Reports: 08/20/2020	Last EDR Contact: 09/08/2020
Number of Days to Update: 72	Next Scheduled EDR Contact: 12/21/2020
	Data Release Frequency: Varies

### UIC GEO: Underground Injection Control Sites (GEOTRACKER)

Underground control injection sites

Date of Government Version: 06/08/2020	Source: State Water Resource Control Board
Date Data Arrived at EDR: 06/09/2020	Telephone: 866-480-1028
Date Made Active in Reports: 08/19/2020	Last EDR Contact: 09/08/2020
Number of Days to Update: 71	Next Scheduled EDR Contact: 12/21/2020
	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: 11/19/2019	Source: RWQCB, Central Valley Region
Date Data Arrived at EDR: 01/07/2020	Telephone: 559-445-5577
Date Made Active in Reports: 03/09/2020	Last EDR Contact: 07/09/2020
Number of Days to Update: 62	Next Scheduled EDR Contact: 10/19/2020
	Data Release Frequency: Varies

### WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007	Source: State Water Resources Control Board
Date Data Arrived at EDR: 06/20/2007	Telephone: 916-341-5227
Date Made Active in Reports: 06/29/2007	Last EDR Contact: 08/11/2020
Number of Days to Update: 9	Next Scheduled EDR Contact: 11/30/2020
	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	Source: Los Angeles Water Quality Control Board
Date Data Arrived at EDR: 07/21/2009	Telephone: 213-576-6726
Date Made Active in Reports: 08/03/2009	Last EDR Contact: 06/17/2020
Number of Days to Update: 13	Next Scheduled EDR Contact: 10/05/2020
	Data Release Frequency: No Update Planned

### MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)

Military privatized sites

Date of Government Version: 06/08/2020	Source: State Water Resources Control Board
Date Data Arrived at EDR: 06/09/2020	Telephone: 866-480-1028
Date Made Active in Reports: 08/19/2020	Last EDR Contact: 09/08/2020
Number of Days to Update: 71	Next Scheduled EDR Contact: 12/21/2020
	Data Release Frequency: Varies

### PROJECT: Project Sites (GEOTRACKER)

Projects sites



## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 06/08/2020  
Date Data Arrived at EDR: 06/09/2020  
Date Made Active in Reports: 08/19/2020  
Number of Days to Update: 71

Source: State Water Resources Control Board  
Telephone: 866-480-1028  
Last EDR Contact: 09/08/2020  
Next Scheduled EDR Contact: 12/21/2020  
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: 06/08/2020  
Date Data Arrived at EDR: 06/09/2020  
Date Made Active in Reports: 08/20/2020  
Number of Days to Update: 72

Source: State Water Resources Control Board  
Telephone: 916-341-5810  
Last EDR Contact: 09/08/2020  
Next Scheduled EDR Contact: 12/21/2020  
Data Release Frequency: Quarterly

### CIWQS: California Integrated Water Quality System

The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 06/01/2020  
Date Data Arrived at EDR: 06/02/2020  
Date Made Active in Reports: 08/14/2020  
Number of Days to Update: 73

Source: State Water Resources Control Board  
Telephone: 866-794-4977  
Last EDR Contact: 08/31/2020  
Next Scheduled EDR Contact: 12/14/2020  
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: 04/20/2020  
Date Data Arrived at EDR: 04/21/2020  
Date Made Active in Reports: 07/13/2020  
Number of Days to Update: 83

Source: California Environmental Protection Agency  
Telephone: 916-323-2514  
Last EDR Contact: 07/21/2020  
Next Scheduled EDR Contact: 11/02/2020  
Data Release Frequency: Varies

### NON-CASE INFO: Non-Case Information Sites (GEOTRACKER)

Non-Case Information sites

Date of Government Version: 06/08/2020  
Date Data Arrived at EDR: 06/09/2020  
Date Made Active in Reports: 08/19/2020  
Number of Days to Update: 71

Source: State Water Resources Control Board  
Telephone: 866-480-1028  
Last EDR Contact: 09/08/2020  
Next Scheduled EDR Contact: 12/21/2020  
Data Release Frequency: Varies

### OTHER OIL GAS: Other Oil & Gas Projects Sites (GEOTRACKER)

Other Oil & Gas Projects sites

Date of Government Version: 06/08/2020  
Date Data Arrived at EDR: 06/09/2020  
Date Made Active in Reports: 08/19/2020  
Number of Days to Update: 71

Source: State Water Resources Control Board  
Telephone: 866-480-1028  
Last EDR Contact: 09/08/2020  
Next Scheduled EDR Contact: 12/21/2020  
Data Release Frequency: Varies

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### PROD WATER PONDS: Produced Water Ponds Sites (GEOTRACKER)

Produced water ponds sites

Date of Government Version: 06/08/2020  
Date Data Arrived at EDR: 06/09/2020  
Date Made Active in Reports: 08/19/2020  
Number of Days to Update: 71

Source: State Water Resources Control Board  
Telephone: 866-480-1028  
Last EDR Contact: 09/08/2020  
Next Scheduled EDR Contact: 12/21/2020  
Data Release Frequency: Varies

### SAMPLING POINT: Sampling Point ? Public Sites (GEOTRACKER)

Sampling point - public sites

Date of Government Version: 06/08/2020  
Date Data Arrived at EDR: 06/09/2020  
Date Made Active in Reports: 08/19/2020  
Number of Days to Update: 71

Source: State Water Resources Control Board  
Telephone: 866-480-1028  
Last EDR Contact: 09/08/2020  
Next Scheduled EDR Contact: 12/21/2020  
Data Release Frequency: Varies

### WELL STIM PROJ: Well Stimulation Project (GEOTRACKER)

Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 06/08/2020  
Date Data Arrived at EDR: 06/09/2020  
Date Made Active in Reports: 08/19/2020  
Number of Days to Update: 71

Source: State Water Resources Control Board  
Telephone: 866-480-1028  
Last EDR Contact: 09/08/2020  
Next Scheduled EDR Contact: 12/21/2020  
Data Release Frequency: Varies

### 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: 08/28/2020  
Next Scheduled EDR Contact: 12/07/2020  
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: 07/01/2020  
Next Scheduled EDR Contact: 10/19/2020  
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: 06/08/2020  
Next Scheduled EDR Contact: 09/21/2020  
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.



## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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: 07/09/2020  
Next Scheduled EDR Contact: 10/19/2020  
Data Release Frequency: Semi-Annually

### 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: 04/08/2020  
Date Data Arrived at EDR: 04/09/2020  
Date Made Active in Reports: 07/01/2020  
Number of Days to Update: 83

Source: Department of Toxic Substances Control  
Telephone: 916-324-2444  
Last EDR Contact: 08/02/2020  
Next Scheduled EDR Contact: 10/18/2020  
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.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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: 06/30/2020  
Next Scheduled EDR Contact: 10/19/2020  
Data Release Frequency: Semi-Annually

##### UST ALAMEDA: Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 06/30/2020  
Date Data Arrived at EDR: 07/01/2020  
Date Made Active in Reports: 07/17/2020  
Number of Days to Update: 16

Source: Alameda County Environmental Health Services  
Telephone: 510-567-6700  
Last EDR Contact: 06/30/2020  
Next Scheduled EDR Contact: 10/19/2020  
Data Release Frequency: Semi-Annually

#### AMADOR COUNTY:

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### CUPA AMADOR: CUPA Facility List Cupa Facility List

Date of Government Version: 05/18/2020  
Date Data Arrived at EDR: 05/19/2020  
Date Made Active in Reports: 06/01/2020  
Number of Days to Update: 13

Source: Amador County Environmental Health  
Telephone: 209-223-6439  
Last EDR Contact: 07/28/2020  
Next Scheduled EDR Contact: 11/16/2020  
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: 06/30/2020  
Next Scheduled EDR Contact: 10/19/2020  
Data Release Frequency: No Update Planned

### CALVERAS COUNTY:

#### CUPA CALVERAS: CUPA Facility Listing Cupa Facility Listing

Date of Government Version: 06/17/2020  
Date Data Arrived at EDR: 06/18/2020  
Date Made Active in Reports: 09/02/2020  
Number of Days to Update: 76

Source: Calveras County Environmental Health  
Telephone: 209-754-6399  
Last EDR Contact: 06/17/2020  
Next Scheduled EDR Contact: 10/05/2020  
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: 07/28/2020  
Next Scheduled EDR Contact: 11/16/2020  
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: 04/01/2020  
Date Data Arrived at EDR: 04/20/2020  
Date Made Active in Reports: 07/06/2020  
Number of Days to Update: 77

Source: Contra Costa Health Services Department  
Telephone: 925-646-2286  
Last EDR Contact: 07/21/2020  
Next Scheduled EDR Contact: 11/09/2020  
Data Release Frequency: Semi-Annually

### DEL NORTE COUNTY:

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### CUPA DEL NORTE: CUPA Facility List Cupa Facility list

Date of Government Version: 04/16/2020  
Date Data Arrived at EDR: 04/20/2020  
Date Made Active in Reports: 07/08/2020  
Number of Days to Update: 79

Source: Del Norte County Environmental Health Division  
Telephone: 707-465-0426  
Last EDR Contact: 08/13/2020  
Next Scheduled EDR Contact: 11/09/2020  
Data Release Frequency: Varies

### EL DORADO COUNTY:

#### CUPA EL DORADO: CUPA Facility List CUPA facility list.

Date of Government Version: 05/07/2020  
Date Data Arrived at EDR: 05/07/2020  
Date Made Active in Reports: 07/23/2020  
Number of Days to Update: 77

Source: El Dorado County Environmental Management Department  
Telephone: 530-621-6623  
Last EDR Contact: 08/13/2020  
Next Scheduled EDR Contact: 11/09/2020  
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: 01/10/2020  
Date Data Arrived at EDR: 03/31/2020  
Date Made Active in Reports: 06/15/2020  
Number of Days to Update: 76

Source: Dept. of Community Health  
Telephone: 559-445-3271  
Last EDR Contact: 06/30/2020  
Next Scheduled EDR Contact: 10/12/2020  
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: 07/14/2020  
Next Scheduled EDR Contact: 11/02/2020  
Data Release Frequency: No Update Planned

### HUMBOLDT COUNTY:

#### CUPA HUMBOLDT: CUPA Facility List CUPA facility list.

Date of Government Version: 05/19/2020  
Date Data Arrived at EDR: 05/20/2020  
Date Made Active in Reports: 06/15/2020  
Number of Days to Update: 26

Source: Humboldt County Environmental Health  
Telephone: N/A  
Last EDR Contact: 08/11/2020  
Next Scheduled EDR Contact: 11/30/2020  
Data Release Frequency: Semi-Annually

### IMPERIAL COUNTY:

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### CUPA IMPERIAL: CUPA Facility List Cupa facility list.

Date of Government Version: 04/09/2020  
Date Data Arrived at EDR: 04/10/2020  
Date Made Active in Reports: 07/01/2020  
Number of Days to Update: 82

Source: San Diego Border Field Office  
Telephone: 760-339-2777  
Last EDR Contact: 07/14/2020  
Next Scheduled EDR Contact: 11/02/2020  
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: 08/11/2020  
Next Scheduled EDR Contact: 11/30/2020  
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: 04/29/2020  
Date Data Arrived at EDR: 05/05/2020  
Date Made Active in Reports: 08/26/2020  
Number of Days to Update: 113

Source: Kern County Public Health  
Telephone: 661-321-3000  
Last EDR Contact: 07/28/2020  
Next Scheduled EDR Contact: 11/16/2020  
Data Release Frequency: Varies

#### UST KERN: Underground Storage Tank Sites & Tank Listing Kern County Sites and Tanks Listing.

Date of Government Version: 04/29/2020  
Date Data Arrived at EDR: 05/05/2020  
Date Made Active in Reports: 07/17/2020  
Number of Days to Update: 73

Source: Kern County Environment Health Services Department  
Telephone: 661-862-8700  
Last EDR Contact: 07/28/2020  
Next Scheduled EDR Contact: 11/16/2020  
Data Release Frequency: Quarterly

### KINGS COUNTY:

#### CUPA KINGS: CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 05/11/2020  
Date Data Arrived at EDR: 05/12/2020  
Date Made Active in Reports: 07/27/2020  
Number of Days to Update: 76

Source: Kings County Department of Public Health  
Telephone: 559-584-1411  
Last EDR Contact: 08/21/2020  
Next Scheduled EDR Contact: 11/30/2020  
Data Release Frequency: Varies

### LAKE COUNTY:

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### CUPA LAKE: CUPA Facility List Cupa facility list

Date of Government Version: 04/20/2020  
Date Data Arrived at EDR: 04/28/2020  
Date Made Active in Reports: 07/14/2020  
Number of Days to Update: 77

Source: Lake County Environmental Health  
Telephone: 707-263-1164  
Last EDR Contact: 07/08/2020  
Next Scheduled EDR Contact: 10/26/2020  
Data Release Frequency: Varies

### LASSEN COUNTY:

#### CUPA LASSEN: CUPA Facility List Cupa facility list

Date of Government Version: 01/30/2020  
Date Data Arrived at EDR: 01/31/2020  
Date Made Active in Reports: 04/09/2020  
Number of Days to Update: 69

Source: Lassen County Environmental Health  
Telephone: 530-251-8528  
Last EDR Contact: 08/11/2020  
Next Scheduled EDR Contact: 11/02/2020  
Data Release Frequency: Varies

### LOS ANGELES COUNTY:

#### AOCONCERN: Key Areas of Concerns in Los Angeles County

San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office. Date of Government Version: 3/30/2009 Exide Site area is a cleanup plan of lead-impacted soil surrounding the former Exide Facility as designated by the DTSC. Date of Government Version: 7/17/2017

Date of Government Version: 03/30/2009  
Date Data Arrived at EDR: 03/31/2009  
Date Made Active in Reports: 10/23/2009  
Number of Days to Update: 206

Source: N/A  
Telephone: N/A  
Last EDR Contact: 06/10/2020  
Next Scheduled EDR Contact: 09/28/2020  
Data Release Frequency: No Update Planned

#### HMS LOS ANGELES: HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 03/26/2020  
Date Data Arrived at EDR: 03/26/2020  
Date Made Active in Reports: 06/15/2020  
Number of Days to Update: 81

Source: Department of Public Works  
Telephone: 626-458-3517  
Last EDR Contact: 06/30/2020  
Next Scheduled EDR Contact: 10/19/2020  
Data Release Frequency: Semi-Annually

#### LF LOS ANGELES: List of Solid Waste Facilities Solid Waste Facilities in Los Angeles County.

Date of Government Version: 04/13/2020  
Date Data Arrived at EDR: 04/14/2020  
Date Made Active in Reports: 07/01/2020  
Number of Days to Update: 78

Source: La County Department of Public Works  
Telephone: 818-458-5185  
Last EDR Contact: 07/13/2020  
Next Scheduled EDR Contact: 10/26/2020  
Data Release Frequency: Varies

#### LF LOS ANGELES CITY: City of Los Angeles Landfills

Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2019  
Date Data Arrived at EDR: 01/15/2019  
Date Made Active in Reports: 03/07/2019  
Number of Days to Update: 51

Source: Engineering & Construction Division  
Telephone: 213-473-7869  
Last EDR Contact: 07/08/2020  
Next Scheduled EDR Contact: 10/26/2020  
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	Source: Los Angeles Fire Department
Date Data Arrived at EDR: 06/25/2019	Telephone: 213-978-3800
Date Made Active in Reports: 08/22/2019	Last EDR Contact: 06/25/2020
Number of Days to Update: 58	Next Scheduled EDR Contact: 10/05/2020
	Data Release Frequency: Varies

### LOS ANGELES CO LF METHANE: Methane Producing Landfills

This data was created on April 30, 2012 to represent known disposal sites in Los Angeles County that may produce and emanate methane gas. The shapefile contains disposal sites within Los Angeles County that once accepted degradable refuse material. Information used to create this data was extracted from a landfill survey performed by County Engineers (Major Waste System Map, 1973) as well as historical records from CalRecycle, Regional Water Quality Control Board, and Los Angeles County Department of Public Health

Date of Government Version: 04/30/2012	Source: Los Angeles County Department of Public Works
Date Data Arrived at EDR: 04/17/2019	Telephone: 626-458-6973
Date Made Active in Reports: 05/29/2019	Last EDR Contact: 08/11/2020
Number of Days to Update: 42	Next Scheduled EDR Contact: 10/26/2020
	Data Release Frequency: No Update Planned

### LOS ANGELES HM: Active & Inactive Hazardous Materials Inventory

A listing of active & inactive hazardous materials facility locations, located in the City of Los Angeles.

Date of Government Version: 06/01/2019	Source: Los Angeles Fire Department
Date Data Arrived at EDR: 06/25/2019	Telephone: 213-978-3800
Date Made Active in Reports: 08/22/2019	Last EDR Contact: 06/25/2020
Number of Days to Update: 58	Next Scheduled EDR Contact: 10/05/2020
	Data Release Frequency: Varies

### LOS ANGELES UST: Active & Inactive UST Inventory

A listing of active & inactive underground storage tank site locations and underground storage tank historical sites, located in the City of Los Angeles.

Date of Government Version: 06/01/2019	Source: Los Angeles Fire Department
Date Data Arrived at EDR: 06/25/2019	Telephone: 213-978-3800
Date Made Active in Reports: 08/22/2019	Last EDR Contact: 06/25/2020
Number of Days to Update: 58	Next Scheduled EDR Contact: 10/05/2020
	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: 03/25/2020	Source: Community Health Services
Date Data Arrived at EDR: 04/14/2020	Telephone: 323-890-7806
Date Made Active in Reports: 07/01/2020	Last EDR Contact: 07/17/2020
Number of Days to Update: 78	Next Scheduled EDR Contact: 10/26/2020
	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	Source: City of El Segundo Fire Department
Date Data Arrived at EDR: 04/19/2017	Telephone: 310-524-2236
Date Made Active in Reports: 05/10/2017	Last EDR Contact: 07/08/2020
Number of Days to Update: 21	Next Scheduled EDR Contact: 10/26/2020
	Data Release Frequency: No Update Planned



## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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: 07/14/2020  
Next Scheduled EDR Contact: 11/02/2020  
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: 06/27/2019  
Date Data Arrived at EDR: 07/30/2019  
Date Made Active in Reports: 10/02/2019  
Number of Days to Update: 64

Source: City of Torrance Fire Department  
Telephone: 310-618-2973  
Last EDR Contact: 07/14/2020  
Next Scheduled EDR Contact: 11/02/2020  
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: 02/24/2020  
Date Data Arrived at EDR: 02/25/2020  
Date Made Active in Reports: 05/07/2020  
Number of Days to Update: 72

Source: Madera County Environmental Health  
Telephone: 559-675-7823  
Last EDR Contact: 08/04/2020  
Next Scheduled EDR Contact: 11/30/2020  
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: 06/24/2020  
Next Scheduled EDR Contact: 10/12/2020  
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA MERCED: CUPA Facility List  
CUPA facility list.

Date of Government Version: 07/28/2020  
Date Data Arrived at EDR: 07/30/2020  
Date Made Active in Reports: 07/31/2020  
Number of Days to Update: 1

Source: Merced County Environmental Health  
Telephone: 209-381-1094  
Last EDR Contact: 07/24/2020  
Next Scheduled EDR Contact: 11/30/2020  
Data Release Frequency: Varies

MONO COUNTY:



## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### CUPA MONO: CUPA Facility List CUPA Facility List

Date of Government Version: 05/15/2020  
Date Data Arrived at EDR: 06/02/2020  
Date Made Active in Reports: 08/14/2020  
Number of Days to Update: 73

Source: Mono County Health Department  
Telephone: 760-932-5580  
Last EDR Contact: 08/19/2020  
Next Scheduled EDR Contact: 12/07/2020  
Data Release Frequency: Varies

### MONTEREY COUNTY:

#### CUPA MONTEREY: CUPA Facility Listing CUPA Program listing from the Environmental Health Division.

Date of Government Version: 07/13/2020  
Date Data Arrived at EDR: 07/15/2020  
Date Made Active in Reports: 07/31/2020  
Number of Days to Update: 16

Source: Monterey County Health Department  
Telephone: 831-796-1297  
Last EDR Contact: 07/08/2020  
Next Scheduled EDR Contact: 10/12/2020  
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: 08/19/2020  
Next Scheduled EDR Contact: 12/07/2020  
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: 08/19/2020  
Next Scheduled EDR Contact: 12/07/2020  
Data Release Frequency: No Update Planned

### NEVADA COUNTY:

#### CUPA NEVADA: CUPA Facility List CUPA facility list.

Date of Government Version: 05/06/2020  
Date Data Arrived at EDR: 05/07/2020  
Date Made Active in Reports: 07/24/2020  
Number of Days to Update: 78

Source: Community Development Agency  
Telephone: 530-265-1467  
Last EDR Contact: 07/21/2020  
Next Scheduled EDR Contact: 11/09/2020  
Data Release Frequency: Varies

### ORANGE COUNTY:

#### IND\_SITE ORANGE: List of Industrial Site Cleanups Petroleum and non-petroleum spills.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 05/01/2020  
Date Data Arrived at EDR: 05/08/2020  
Date Made Active in Reports: 07/24/2020  
Number of Days to Update: 77

Source: Health Care Agency  
Telephone: 714-834-3446  
Last EDR Contact: 07/31/2020  
Next Scheduled EDR Contact: 11/16/2020  
Data Release Frequency: Annually

LUST ORANGE: List of Underground Storage Tank Cleanups  
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 05/01/2020  
Date Data Arrived at EDR: 05/08/2020  
Date Made Active in Reports: 07/24/2020  
Number of Days to Update: 77

Source: Health Care Agency  
Telephone: 714-834-3446  
Last EDR Contact: 07/31/2020  
Next Scheduled EDR Contact: 11/16/2020  
Data Release Frequency: Quarterly

UST ORANGE: List of Underground Storage Tank Facilities  
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 05/01/2020  
Date Data Arrived at EDR: 05/05/2020  
Date Made Active in Reports: 07/17/2020  
Number of Days to Update: 73

Source: Health Care Agency  
Telephone: 714-834-3446  
Last EDR Contact: 08/03/2020  
Next Scheduled EDR Contact: 11/16/2020  
Data Release Frequency: Quarterly

PLACER COUNTY:

MS PLACER: Master List of Facilities

List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 06/08/2020  
Date Data Arrived at EDR: 06/10/2020  
Date Made Active in Reports: 08/24/2020  
Number of Days to Update: 75

Source: Placer County Health and Human Services  
Telephone: 530-745-2363  
Last EDR Contact: 08/25/2020  
Next Scheduled EDR Contact: 12/14/2020  
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: 07/14/2020  
Next Scheduled EDR Contact: 11/02/2020  
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: 03/10/2020  
Date Data Arrived at EDR: 03/11/2020  
Date Made Active in Reports: 05/20/2020  
Number of Days to Update: 70

Source: Department of Environmental Health  
Telephone: 951-358-5055  
Last EDR Contact: 06/10/2020  
Next Scheduled EDR Contact: 09/28/2020  
Data Release Frequency: Quarterly

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### UST RIVERSIDE: Underground Storage Tank Tank List

Underground storage tank sites located in Riverside county.

Date of Government Version: 03/10/2020

Date Data Arrived at EDR: 03/11/2020

Date Made Active in Reports: 05/20/2020

Number of Days to Update: 70

Source: Department of Environmental Health

Telephone: 951-358-5055

Last EDR Contact: 06/10/2020

Next Scheduled EDR Contact: 09/28/2020

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: 02/18/2020

Date Data Arrived at EDR: 03/31/2020

Date Made Active in Reports: 06/15/2020

Number of Days to Update: 76

Source: Sacramento County Environmental Management

Telephone: 916-875-8406

Last EDR Contact: 07/02/2020

Next Scheduled EDR Contact: 10/12/2020

Data Release Frequency: Quarterly

#### ML SACRAMENTO: Master Hazardous Materials Facility List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 02/24/2020

Date Data Arrived at EDR: 03/31/2020

Date Made Active in Reports: 06/17/2020

Number of Days to Update: 78

Source: Sacramento County Environmental Management

Telephone: 916-875-8406

Last EDR Contact: 07/02/2020

Next Scheduled EDR Contact: 10/12/2020

Data Release Frequency: Quarterly

### SAN BENITO COUNTY:

#### CUPA SAN BENITO: CUPA Facility List

Cupa facility list

Date of Government Version: 04/24/2020

Date Data Arrived at EDR: 04/28/2020

Date Made Active in Reports: 07/13/2020

Number of Days to Update: 76

Source: San Benito County Environmental Health

Telephone: N/A

Last EDR Contact: 07/28/2020

Next Scheduled EDR Contact: 11/16/2020

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: 02/25/2020

Date Data Arrived at EDR: 02/26/2020

Date Made Active in Reports: 05/07/2020

Number of Days to Update: 71

Source: San Bernardino County Fire Department Hazardous Materials Division

Telephone: 909-387-3041

Last EDR Contact: 07/28/2020

Next Scheduled EDR Contact: 11/16/2020

Data Release Frequency: Quarterly

### SAN DIEGO COUNTY:

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### HMMD SAN DIEGO: Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 06/01/2020  
Date Data Arrived at EDR: 06/02/2020  
Date Made Active in Reports: 08/14/2020  
Number of Days to Update: 73

Source: Hazardous Materials Management Division  
Telephone: 619-338-2268  
Last EDR Contact: 08/31/2020  
Next Scheduled EDR Contact: 12/14/2020  
Data Release Frequency: Quarterly

### LF SAN DIEGO: Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 04/18/2018  
Date Data Arrived at EDR: 04/24/2018  
Date Made Active in Reports: 06/19/2018  
Number of Days to Update: 56

Source: Department of Health Services  
Telephone: 619-338-2209  
Last EDR Contact: 07/14/2020  
Next Scheduled EDR Contact: 11/02/2020  
Data Release Frequency: Varies

### SAN DIEGO CO LOP: Local Oversight Program Listing

A listing of all LOP release sites that are or were under the County of San Diego's jurisdiction. Included are closed or transferred cases, open cases, and cases that did not have a case type indicated. The cases without a case type are mostly complaints; however, some of them could be LOP cases.

Date of Government Version: 04/09/2020  
Date Data Arrived at EDR: 04/10/2020  
Date Made Active in Reports: 06/26/2020  
Number of Days to Update: 77

Source: Department of Environmental Health  
Telephone: 858-505-6874  
Last EDR Contact: 07/14/2020  
Next Scheduled EDR Contact: 11/02/2020  
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: 08/25/2020  
Next Scheduled EDR Contact: 12/14/2020  
Data Release Frequency: No Update Planned

### SAN FRANCISCO COUNTY:

#### LUST SAN FRANCISCO: Local Oversight Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008  
Date Data Arrived at EDR: 09/19/2008  
Date Made Active in Reports: 09/29/2008  
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County  
Telephone: 415-252-3920  
Last EDR Contact: 07/28/2020  
Next Scheduled EDR Contact: 11/16/2020  
Data Release Frequency: No Update Planned

#### UST SAN FRANCISCO: Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 05/04/2020  
Date Data Arrived at EDR: 05/06/2020  
Date Made Active in Reports: 07/17/2020  
Number of Days to Update: 72

Source: Department of Public Health  
Telephone: 415-252-3920  
Last EDR Contact: 07/28/2020  
Next Scheduled EDR Contact: 11/16/2020  
Data Release Frequency: Quarterly

### SAN JOAQUIN COUNTY:

#### UST SAN JOAQUIN: San Joaquin Co. UST

A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/22/2018  
Date Data Arrived at EDR: 06/26/2018  
Date Made Active in Reports: 07/11/2018  
Number of Days to Update: 15

Source: Environmental Health Department  
Telephone: N/A  
Last EDR Contact: 06/10/2020  
Next Scheduled EDR Contact: 09/28/2020  
Data Release Frequency: Semi-Annually

### SAN LUIS OBISPO COUNTY:

#### CUPA SAN LUIS OBISPO: CUPA Facility List Cupa Facility List.

Date of Government Version: 05/08/2020  
Date Data Arrived at EDR: 05/08/2020  
Date Made Active in Reports: 08/03/2020  
Number of Days to Update: 87

Source: San Luis Obispo County Public Health Department  
Telephone: 805-781-5596  
Last EDR Contact: 08/11/2020  
Next Scheduled EDR Contact: 11/30/2020  
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: 06/12/2020  
Next Scheduled EDR Contact: 09/21/2020  
Data Release Frequency: Annually

#### LUST SAN MATEO: Fuel Leak List

A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/29/2019  
Date Data Arrived at EDR: 03/29/2019  
Date Made Active in Reports: 05/29/2019  
Number of Days to Update: 61

Source: San Mateo County Environmental Health Services Division  
Telephone: 650-363-1921  
Last EDR Contact: 09/01/2020  
Next Scheduled EDR Contact: 12/21/2020  
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: 08/11/2020  
Next Scheduled EDR Contact: 11/30/2020  
Data Release Frequency: No Update Planned

### SANTA CLARA COUNTY:

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### CUPA SANTA CLARA: Cupa Facility List Cupa facility list

Date of Government Version: 05/08/2020  
Date Data Arrived at EDR: 05/12/2020  
Date Made Active in Reports: 07/27/2020  
Number of Days to Update: 76

Source: Department of Environmental Health  
Telephone: 408-918-1973  
Last EDR Contact: 08/11/2020  
Next Scheduled EDR Contact: 11/30/2020  
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: 08/19/2020  
Next Scheduled EDR Contact: 12/07/2020  
Data Release Frequency: No Update Planned

### SAN JOSE HAZMAT: Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 04/22/2020  
Date Data Arrived at EDR: 04/24/2020  
Date Made Active in Reports: 05/07/2020  
Number of Days to Update: 13

Source: City of San Jose Fire Department  
Telephone: 408-535-7694  
Last EDR Contact: 07/28/2020  
Next Scheduled EDR Contact: 11/16/2020  
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: 08/11/2020  
Next Scheduled EDR Contact: 11/30/2020  
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: 08/11/2020  
Next Scheduled EDR Contact: 11/30/2020  
Data Release Frequency: Varies

### SOLANO COUNTY:

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### 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: 08/25/2020

Next Scheduled EDR Contact: 12/14/2020

Data Release Frequency: Quarterly

### UST SOLANO: Underground Storage Tanks

Underground storage tank sites located in Solano county.

Date of Government Version: 03/02/2020

Date Data Arrived at EDR: 03/04/2020

Date Made Active in Reports: 05/14/2020

Number of Days to Update: 71

Source: Solano County Department of Environmental Management

Telephone: 707-784-6770

Last EDR Contact: 08/25/2020

Next Scheduled EDR Contact: 12/14/2020

Data Release Frequency: Quarterly

### SONOMA COUNTY:

#### CUPA SONOMA: Cupa Facility List

Cupa Facility list

Date of Government Version: 02/25/2020

Date Data Arrived at EDR: 02/26/2020

Date Made Active in Reports: 03/11/2020

Number of Days to Update: 14

Source: County of Sonoma Fire & Emergency Services Department

Telephone: 707-565-1174

Last EDR Contact: 06/30/2020

Next Scheduled EDR Contact: 10/05/2020

Data Release Frequency: Varies

### LUST SONOMA: Leaking Underground Storage Tank Sites

A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 04/03/2020

Date Data Arrived at EDR: 04/08/2020

Date Made Active in Reports: 06/26/2020

Number of Days to Update: 79

Source: Department of Health Services

Telephone: 707-565-6565

Last EDR Contact: 06/17/2020

Next Scheduled EDR Contact: 10/05/2020

Data Release Frequency: Quarterly

### STANISLAUS COUNTY:

#### CUPA STANISLAUS: CUPA Facility List

Cupa facility list

Date of Government Version: 02/04/2020

Date Data Arrived at EDR: 02/05/2020

Date Made Active in Reports: 04/15/2020

Number of Days to Update: 70

Source: Stanislaus County Department of Environmental Protection

Telephone: 209-525-6751

Last EDR Contact: 07/06/2020

Next Scheduled EDR Contact: 10/26/2020

Data Release Frequency: Varies

### SUTTER COUNTY:

#### UST SUTTER: Underground Storage Tanks

Underground storage tank sites located in Sutter county.

Date of Government Version: 05/26/2020

Date Data Arrived at EDR: 05/28/2020

Date Made Active in Reports: 08/13/2020

Number of Days to Update: 77

Source: Sutter County Environmental Health Services

Telephone: 530-822-7500

Last EDR Contact: 08/25/2020

Next Scheduled EDR Contact: 12/14/2020

Data Release Frequency: Semi-Annually

### TEHAMA COUNTY:

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### CUPA TEHAMA: CUPA Facility List Cupa facilities

Date of Government Version: 05/18/2020  
Date Data Arrived at EDR: 05/19/2020  
Date Made Active in Reports: 07/31/2020  
Number of Days to Update: 73

Source: Tehama County Department of Environmental Health  
Telephone: 530-527-8020  
Last EDR Contact: 08/11/2020  
Next Scheduled EDR Contact: 11/16/2020  
Data Release Frequency: Varies

### TRINITY COUNTY:

#### CUPA TRINITY: CUPA Facility List Cupa facility list

Date of Government Version: 04/09/2020  
Date Data Arrived at EDR: 04/10/2020  
Date Made Active in Reports: 07/01/2020  
Number of Days to Update: 82

Source: Department of Toxic Substances Control  
Telephone: 760-352-0381  
Last EDR Contact: 07/14/2020  
Next Scheduled EDR Contact: 11/02/2020  
Data Release Frequency: Varies

### TULARE COUNTY:

#### CUPA TULARE: CUPA Facility List Cupa program facilities

Date of Government Version: 05/14/2020  
Date Data Arrived at EDR: 05/15/2020  
Date Made Active in Reports: 07/27/2020  
Number of Days to Update: 73

Source: Tulare County Environmental Health Services Division  
Telephone: 559-624-7400  
Last EDR Contact: 08/06/2020  
Next Scheduled EDR Contact: 11/16/2020  
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: Division of Environmental Health  
Telephone: 209-533-5633  
Last EDR Contact: 07/14/2020  
Next Scheduled EDR Contact: 11/02/2020  
Data Release Frequency: Varies

### VENTURA COUNTY:

#### BWT VENTURA: Business Plan, Hazardous Waste Producers, and Operating Underground Tanks

The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 03/26/2020  
Date Data Arrived at EDR: 04/23/2020  
Date Made Active in Reports: 07/09/2020  
Number of Days to Update: 77

Source: Ventura County Environmental Health Division  
Telephone: 805-654-2813  
Last EDR Contact: 07/20/2020  
Next Scheduled EDR Contact: 11/02/2020  
Data Release Frequency: Quarterly

#### LF VENTURA: Inventory of Illegal Abandoned and Inactive Sites

Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.



## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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: 06/24/2020  
Next Scheduled EDR Contact: 10/12/2020  
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: 08/04/2020  
Next Scheduled EDR Contact: 11/23/2020  
Data Release Frequency: No Update Planned

MED WASTE VENTURA: Medical Waste Program List

To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 03/26/2020  
Date Data Arrived at EDR: 04/23/2020  
Date Made Active in Reports: 07/09/2020  
Number of Days to Update: 77

Source: Ventura County Resource Management Agency  
Telephone: 805-654-2813  
Last EDR Contact: 07/20/2020  
Next Scheduled EDR Contact: 11/02/2020  
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: 05/26/2020  
Date Data Arrived at EDR: 06/09/2020  
Date Made Active in Reports: 08/20/2020  
Number of Days to Update: 72

Source: Environmental Health Division  
Telephone: 805-654-2813  
Last EDR Contact: 09/08/2020  
Next Scheduled EDR Contact: 12/21/2020  
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: 03/23/2020  
Date Data Arrived at EDR: 04/01/2020  
Date Made Active in Reports: 06/17/2020  
Number of Days to Update: 77

Source: Yolo County Department of Health  
Telephone: 530-666-8646  
Last EDR Contact: 06/24/2020  
Next Scheduled EDR Contact: 10/12/2020  
Data Release Frequency: Annually

YUBA COUNTY:

CUPA YUBA: CUPA Facility List

CUPA facility listing for Yuba County.

Date of Government Version: 04/27/2020  
Date Data Arrived at EDR: 04/29/2020  
Date Made Active in Reports: 07/17/2020  
Number of Days to Update: 79

Source: Yuba County Environmental Health Department  
Telephone: 530-749-7523  
Last EDR Contact: 08/04/2020  
Next Scheduled EDR Contact: 11/09/2020  
Data Release Frequency: Varies

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### 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: 05/12/2020  
Date Data Arrived at EDR: 05/12/2020  
Date Made Active in Reports: 07/27/2020  
Number of Days to Update: 76

Source: Department of Energy & Environmental Protection  
Telephone: 860-424-3375  
Last EDR Contact: 08/10/2020  
Next Scheduled EDR Contact: 11/23/2020  
Data Release Frequency: No Update Planned

#### NJ MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2018  
Date Data Arrived at EDR: 04/10/2019  
Date Made Active in Reports: 05/16/2019  
Number of Days to Update: 36

Source: Department of Environmental Protection  
Telephone: N/A  
Last EDR Contact: 07/09/2020  
Next Scheduled EDR Contact: 10/19/2020  
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: 04/29/2020  
Date Made Active in Reports: 07/10/2020  
Number of Days to Update: 72

Source: Department of Environmental Conservation  
Telephone: 518-402-8651  
Last EDR Contact: 07/31/2020  
Next Scheduled EDR Contact: 11/09/2020  
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: 07/09/2020  
Next Scheduled EDR Contact: 10/26/2020  
Data Release Frequency: Annually

#### RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2018  
Date Data Arrived at EDR: 10/02/2019  
Date Made Active in Reports: 12/10/2019  
Number of Days to Update: 69

Source: Department of Environmental Management  
Telephone: 401-222-2797  
Last EDR Contact: 08/11/2020  
Next Scheduled EDR Contact: 11/30/2020  
Data Release Frequency: Annually

#### WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 05/31/2018  
Date Data Arrived at EDR: 06/19/2019  
Date Made Active in Reports: 09/03/2019  
Number of Days to Update: 76

Source: Department of Natural Resources  
Telephone: N/A  
Last EDR Contact: 09/02/2020  
Next Scheduled EDR Contact: 12/21/2020  
Data Release Frequency: Annually

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### 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

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Current USGS 7.5 Minute Topographic Map  
Source: U.S. Geological Survey

### STREET AND ADDRESS INFORMATION

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## **GEOCHECK<sup>®</sup> - PHYSICAL SETTING SOURCE ADDENDUM**

### **TARGET PROPERTY ADDRESS**

6501, 6521 S SEPULVEDA & 6520 ARIZONA AVE  
6501, 6521 S SEPULVEDA & 6520 ARIZONA AVE  
LOS ANGELES, CA 90045

### **TARGET PROPERTY COORDINATES**

Latitude (North):	33.980567 - 33° 58' 50.04"
Longitude (West):	118.395362 - 118° 23' 43.30"
Universal Transverse Mercator:	Zone 11
UTM X (Meters):	371104.3
UTM Y (Meters):	3760684.2
Elevation:	30 ft. above sea level

### **USGS TOPOGRAPHIC MAP**

Target Property Map:	5640438 VENICE, CA
Version Date:	2012

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

## GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

### GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

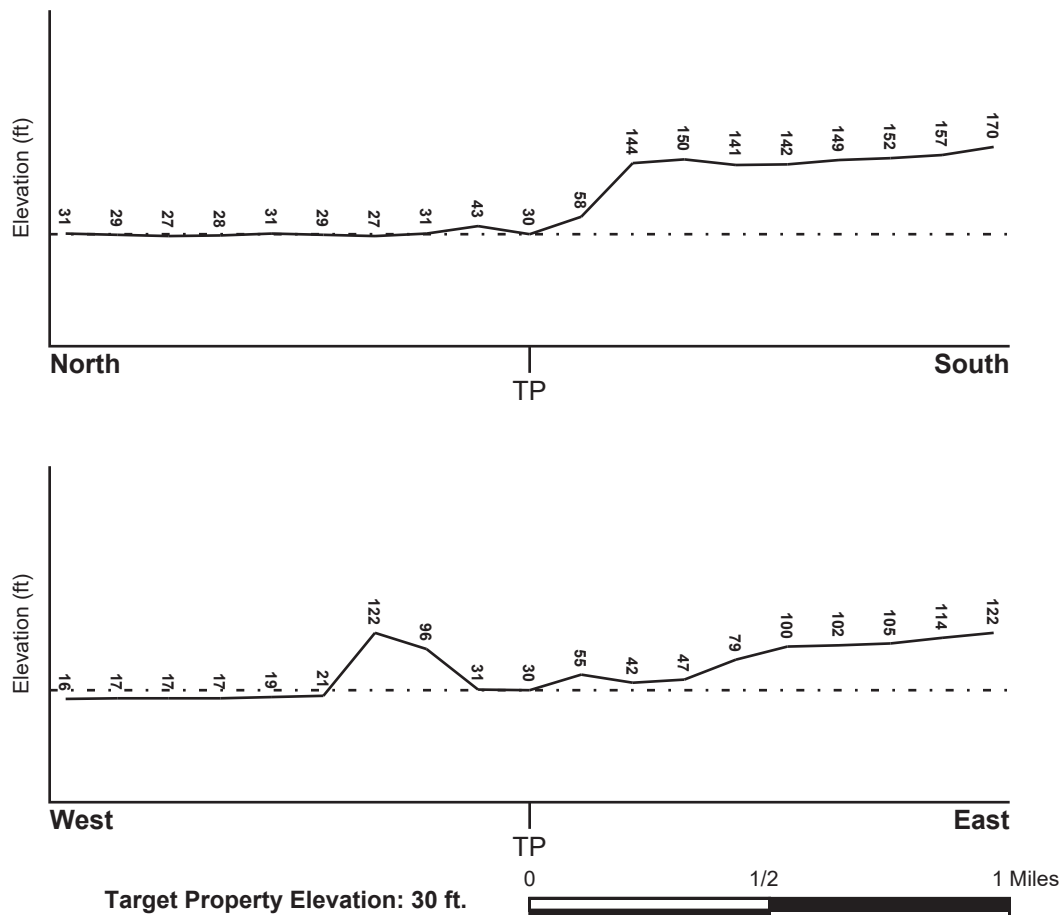
### TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

### TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General NE

### SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

## GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

### HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

### FEMA FLOOD ZONE

#### Flood Plain Panel at Target Property

06037C1760F

#### Additional Panels in search area:

Not Reported

#### FEMA Source Type

FEMA FIRM Flood data

#### FEMA Source Type

### NATIONAL WETLAND INVENTORY

#### NWI Quad at Target Property VENICE

NWI Electronic  
Data Coverage  
YES - refer to the Overview Map and Detail Map

### HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

#### **Site-Specific Hydrogeological Data\*:**

Search Radius:	1.25 miles
Location Relative to TP:	1/4 - 1/2 Mile WNW
Site Name:	HUGHES HELICOPTERS INC
Site EPA ID Number:	CAD040360745
Groundwater Flow Direction:	GENERALLY E IN THE BALLONA AND SILVERADO AQUIFERS.
Measured Depth to Water:	35 to 50 feet in the Ballona aquifer. The inferred depth to groundwater in the Silverado aquifer is from 60 to 90 feet.
Hydraulic Connection:	The Charrock fault on the eastern side of the site restricts the free flow of ground water to the east in the Ballona and Silverado aquifers.
Sole Source Aquifer:	No information about a sole source aquifer is available
Data Quality:	Information based on site-specific subsurface investigations is documented in the CERCLIS investigation report(s)

### AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

<u>MAP ID</u>	<u>LOCATION FROM TP</u>	<u>GENERAL DIRECTION GROUNDWATER FLOW</u>
Not Reported		

## GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

### GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

### GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

#### ROCK STRATIGRAPHIC UNIT

Era: Cenozoic  
System: Tertiary  
Series: Eocene  
Code: Te (decoded above as Era, System & Series)

#### GEOLOGIC AGE IDENTIFICATION

Category: Stratified Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

### DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name: DELHI

Soil Surface Texture: sand

Hydrologic Group: Class A - High infiltration rates. Soils are deep, well drained to excessively drained sands and gravels.

Soil Drainage Class: Somewhat excessive. Soils have high hydraulic conductivity and low water holding capacity. Depth to water table is more than 6 feet.

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: MODERATE

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches



## GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
Layer	Boundary		Soil Texture Class	Classification		Permeability Rate (in/hr)	Soil Reaction (pH)
	Upper	Lower		AASHTO Group	Unified Soil		
1	0 inches	10 inches	sand	Granular materials (35 pct. or less passing No. 200), Stone Fragments, Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 20.00 Min: 6.00	Max: 7.80 Min: 6.10
2	10 inches	30 inches	sand	Granular materials (35 pct. or less passing No. 200), Stone Fragments, Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 20.00 Min: 6.00	Max: 7.80 Min: 6.10
3	30 inches	50 inches	loamy sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 20.00 Min: 6.00	Max: 7.80 Min: 6.10
4	50 inches	70 inches	sand	Granular materials (35 pct. or less passing No. 200), Stone Fragments, Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 20.00 Min: 6.00	Max: 7.80 Min: 6.10

### OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures: coarse sand  
silt loam  
sandy loam  
gravelly - sand  
loamy sand  
clay

Surficial Soil Types: coarse sand  
silt loam  
sandy loam  
gravelly - sand  
loamy sand

## GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

clay

Shallow Soil Types: fine sandy loam  
gravelly - loam  
sandy clay loam  
sandy clay

Deeper Soil Types: coarse sand  
silty clay loam  
gravelly - fine sandy loam  
stratified  
gravelly - sandy loam  
weathered bedrock  
clay loam

### LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

### WELL SEARCH DISTANCE INFORMATION

<u>DATABASE</u>	<u>SEARCH DISTANCE (miles)</u>
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

### FEDERAL USGS WELL INFORMATION

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
1	USGS40000159308	1/4 - 1/2 Mile East

### FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
No PWS System Found		

Note: PWS System location is not always the same as well location.

### STATE DATABASE WELL INFORMATION

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
No Wells Found		

### OTHER STATE DATABASE INFORMATION

### STATE OIL/GAS WELL INFORMATION

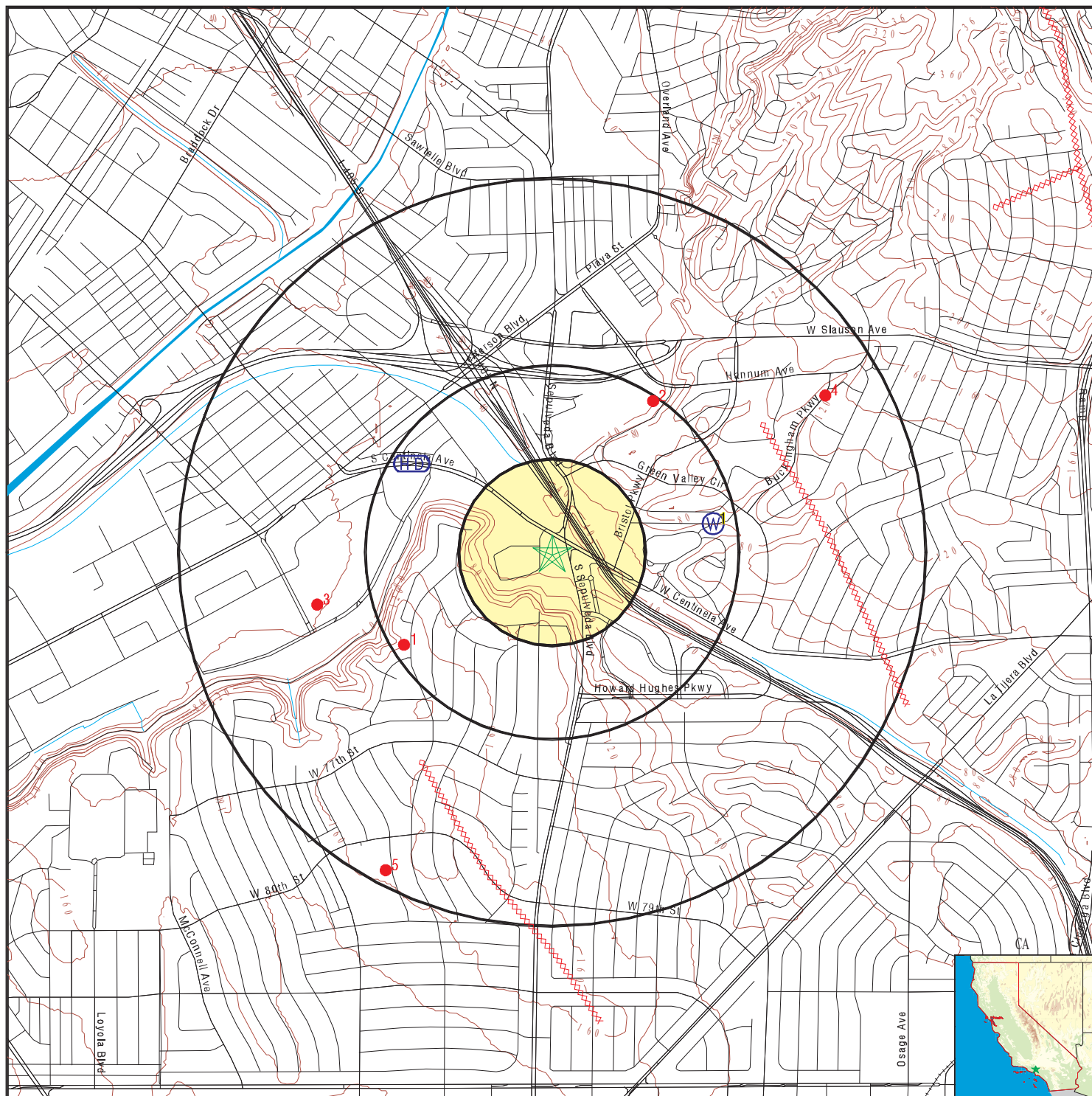
<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
1	CAOG13000005676	1/4 - 1/2 Mile WSW

## GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

### STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
2	CAOG13000005562	1/4 - 1/2 Mile NNE
3	CAOG13000005406	1/2 - 1 Mile WSW
4	CAOG13000005158	1/2 - 1 Mile ENE
5	CAOG13000005522	1/2 - 1 Mile SSW

# PHYSICAL SETTING SOURCE MAP - 6182511.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons

- Groundwater Flow Direction
- Indeterminate Groundwater Flow at Location
- Groundwater Flow Varies at Location
- Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME: 6501, 6521 S Sepulveda & 6520 Arizona Ave  
 ADDRESS: 6501, 6521 S Sepulveda & 6520 Arizona Ave  
 Los Angeles CA 90045  
 LAT/LONG: 33.980567 / 118.395362

CLIENT: Weis Environmental  
 CONTACT: Daniel Weis  
 INQUIRY #: 6182511.2s  
 DATE: September 09, 2020 12:15 pm

## GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID  
Direction  
Distance  
Elevation

Database      EDR ID Number

**1**

**East**

**FED USGS**

**USGS40000159308**

**1/4 - 1/2 Mile**

**Higher**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	002S014W19K003S	Type:	Well
Description:	Not Reported	HUC:	18070104
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	California Coastal Basin aquifers		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	Not Reported	Well Depth:	590
Well Depth Units:	ft	Well Hole Depth:	636
Well Hole Depth Units:	ft		

## GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID  
Direction  
Distance

Database EDR ID Number

**1**

**WSW**

**1/4 - 1/2 Mile**

**OIL\_GAS**

**CAOG13000005676**

API #: 0403706177  
Well Status: Plugged  
Operator Name: Union Oil Company of California  
Lease Name: Howland  
Area Name: Any Area  
Confidential Well: N  
SPUD Date: Not Reported

Well #: 1  
Well Type: DH  
Field Name: Any Field  
GIS Source: hud  
Directionally Drilled: N

**2**

**NNE**

**1/4 - 1/2 Mile**

**OIL\_GAS**

**CAOG13000005562**

API #: 0403705925  
Well Status: Plugged  
Operator Name: Smith, Rucker, Wilson  
Field Name: Any Field  
GIS Source: hud  
Directionally Drilled: N

Well #: 1  
Well Type: OG  
Lease Name: Lease by Smith, Rucker, Wilson  
Area Name: Any Area  
Confidential Well: N  
SPUD Date: Not Reported

**3**

**WSW**

**1/2 - 1 Mile**

**OIL\_GAS**

**CAOG13000005406**

API #: 0403705649  
Well Status: Plugged  
Operator Name: The Mesmer City Realty Co. Ltd.  
Lease Name: Lease by The Mesmer City Realty Co. Ltd.  
Field Name: Any Field  
GIS Source: hud  
Directionally Drilled: N

Well #: 1  
Well Type: DH  
Area Name: Any Area  
Confidential Well: N  
SPUD Date: Not Reported

**4**

**ENE**

**1/2 - 1 Mile**

**OIL\_GAS**

**CAOG13000005158**

API #: 0403705327  
Well Status: Plugged  
Operator Name: Country Club Oil Co.  
Field Name: Any Field  
GIS Source: hud  
Directionally Drilled: N

Well #: 1  
Well Type: DH  
Lease Name: Country Club  
Area Name: Any Area  
Confidential Well: N  
SPUD Date: Not Reported

## GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID  
Direction  
Distance

Database EDR ID Number

**5**  
**SSW**  
**1/2 - 1 Mile**

**OIL\_GAS CAOG13000005522**

API #: 0403705859  
Well Status: Idle  
Operator Name: Sentinel Oil Co.  
Field Name: Any Field  
GIS Source: hud  
Directionally Drilled: N

Well #: 1  
Well Type: OG  
Lease Name: Lease by Sentinel Oil Co.  
Area Name: Any Area  
Confidential Well: N  
SPUD Date: Not Reported

## GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS RADON

### AREA RADON INFORMATION

State Database: CA Radon

#### Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
90045	55	4

Federal EPA Radon Zone for LOS ANGELES County: 2

Note: Zone 1 indoor average level > 4 pCi/L.

: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.

: Zone 3 indoor average level < 2 pCi/L.

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#### Federal Area Radon Information for LOS ANGELES COUNTY, CA

Number of sites tested: 63

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	0.711 pCi/L	98%	2%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	0.933 pCi/L	100%	0%	0%



# PHYSICAL SETTING SOURCE RECORDS SEARCHED

## TOPOGRAPHIC INFORMATION

### USGS 7.5' Digital Elevation Model (DEM)

Source: United States Geologic Survey

EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

### Current USGS 7.5 Minute Topographic Map

Source: U.S. Geological Survey

## HYDROLOGIC INFORMATION

**Flood Zone Data:** This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.

Source: FEMA

Telephone: 877-336-2627

Date of Government Version: 2003, 2015

**NWI:** National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

### State Wetlands Data: Wetland Inventory

Source: Department of Fish and Wildlife

Telephone: 916-445-0411

## HYDROGEOLOGIC INFORMATION

### AQUIFLOW<sup>R</sup> Information System

Source: EDR proprietary database of groundwater flow information

EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

## GEOLOGIC INFORMATION

### Geologic Age and Rock Stratigraphic Unit

Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

### STATSGO: State Soil Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)

The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

### SSURGO: Soil Survey Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)

Telephone: 800-672-5559

SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

# PHYSICAL SETTING SOURCE RECORDS SEARCHED

## LOCAL / REGIONAL WATER AGENCY RECORDS

### FEDERAL WATER WELLS

#### PWS: Public Water Systems

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

#### PWS ENF: Public Water Systems Violation and Enforcement Data

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

#### USGS Water Wells: USGS National Water Inventory System (NWIS)

This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

### STATE RECORDS

#### Water Well Database

Source: Department of Water Resources

Telephone: 916-651-9648

#### California Drinking Water Quality Database

Source: Department of Public Health

Telephone: 916-324-2319

The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

## OTHER STATE DATABASE INFORMATION

#### California Oil and Gas Well Locations

Source: Dept of Conservation, Geologic Energy Management Division

Telephone: 916-323-1779

Oil and Gas well locations in the state.

#### California Earthquake Fault Lines

Source: California Division of Mines and Geology

The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

### RADON

#### State Database: CA Radon

Source: Department of Public Health

Telephone: 916-210-8558

Radon Database for California

#### Area Radon Information

Source: USGS

Telephone: 703-356-4020

The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

## PHYSICAL SETTING SOURCE RECORDS SEARCHED

### EPA Radon Zones

Source: EPA

Telephone: 703-356-4020

Sections 307 & 309 of IRRA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

### OTHER

Airport Landing Facilities: Private and public use landing facilities

Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater

Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

### STREET AND ADDRESS INFORMATION

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**APPENDIX C**  
HISTORICAL RESOURCES



6501, 6521 S Sepulveda & 6520 Arizona Ave

6501, 6521 S Sepulveda & 6520 Arizona Ave

Los Angeles, CA 90045

Inquiry Number: 6182511.3

September 08, 2020

## Certified Sanborn® Map Report



6 Armstrong Road, 4th floor  
Shelton, CT 06484  
Toll Free: 800.352.0050  
[www.edrnet.com](http://www.edrnet.com)

## Certified Sanborn® Map Report

09/08/20

**Site Name:**

6501, 6521 S Sepulveda & 652  
6501, 6521 S Sepulveda & 652  
Los Angeles, CA 90045  
EDR Inquiry # 6182511.3

**Client Name:**

Weis Environmental  
1938 Kellogg Ave  
Carlsbad, CA 92008  
Contact: Daniel Weis



The Sanborn Library has been searched by EDR and maps covering the target property location as provided by Weis Environmental were identified for the years listed below. The Sanborn Library is the largest, most complete collection of fire insurance maps. The collection includes maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow, and others. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by the Sanborn Library LLC, the copyright holder for the collection. Results can be authenticated by visiting [www.edrnet.com/sanborn](http://www.edrnet.com/sanborn).

The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

### Certified Sanborn Results:

**Certification #** 4141-4646-925B

**PO #** NA

**Project** 6501 S Sepulveda

#### UNMAPED PROPERTY

This report certifies that the complete holdings of the Sanborn Library, LLC collection have been searched based on client supplied target property information, and fire insurance maps covering the target property were not found.



Sanborn® Library search results

Certification #: 4141-4646-925B

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- ☒ Library of Congress
- ☒ University Publications of America
- ☒ EDR Private Collection

*The Sanborn Library LLC Since 1866™*

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**6501, 6521 S Sepulveda & 6520 Arizona Ave**

6501, 6521 S Sepulveda & 6520 Arizona Ave  
Los Angeles, CA 90045

Inquiry Number: 6182511.5  
September 08, 2020

## The EDR-City Directory Abstract

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***Thank you for your business.***

Please contact EDR at 1-800-352-0050  
with any questions or comments.

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## EXECUTIVE SUMMARY

### DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Abstract is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Abstract includes a search and abstract of available city directory data. For each address, the directory lists the name of the corresponding occupant at five year intervals.

Business directories including city, cross reference and telephone directories were reviewed, if available, at approximately five year intervals for the years spanning 1920 through 2014. This report compiles information gathered in this review by geocoding the latitude and longitude of properties identified and gathering information about properties within 660 feet of the target property.

A summary of the information obtained is provided in the text of this report.

### RECORD SOURCES

EDR's Digital Archive combines historical directory listings from sources such as Cole Information and Dun & Bradstreet. These standard sources of property information complement and enhance each other to provide a more comprehensive report.

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### RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. An "X" indicates where information was identified in the source and provided in this report.

<u>Year</u>	<u>Source</u>	<u>TP</u>	<u>Adjoining</u>	<u>Text Abstract</u>	<u>Source Image</u>
2014	Cole Information Services	X	X	X	-
2009	Cole Information Services	-	X	X	-
	Cole Information Services	X	X	X	-
2006	Haines Co., 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.	-	X	X	-
	Haines & Company, Inc.	X	X	X	-
2000	Haines & Company	-	X	X	-

## EXECUTIVE SUMMARY

<u>Year</u>	<u>Source</u>	<u>TP</u>	<u>Adjoining</u>	<u>Text Abstract</u>	<u>Source Image</u>
2000	Haines & Company	X	X	X	-
1999	Cole Information Services	-	X	X	-
	Cole Information Services	X	X	X	-
	Haines Company	-	-	-	-
	Haines Company	X	-	X	-
1996	GTE	-	-	-	-
1995	Pacific Bell	-	X	X	-
1994	Cole Information Services	-	X	X	-
	Cole Information Services	X	X	X	-
1992	PACIFIC BELL WHITE PAGES	-	-	-	-
1991	Pacific Bell	-	X	X	-
1990	Pacific Bell	-	X	X	-
1986	Pacific Bell	-	X	X	-
1985	Pacific Bell	-	X	X	-
1981	Pacific Telephone	-	X	X	-
1980	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1976	Pacific Telephone	-	X	X	-
1975	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1972	R. L. Polk & Co.	-	-	-	-
1971	Pacific Telephone	-	X	X	-
1970	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
	Pacific Telephone Co	-	X	X	-
	Pacific Telephone Co	X	X	X	-
1969	Pacific Telephone	-	-	-	-
1967	Pacific Telephone	-	X	X	-
1966	Pacific Telephone	-	-	-	-
1965	Pacific Telephone	-	X	X	-
	The Pacific Telephone and Telegraph Co	-	X	X	-
1964	Pacific Telephone	-	X	X	-
1963	Pacific Telephone	-	-	-	-
1962	Pacific Telephone	-	X	X	-
1961	R. L. Polk & Co.	-	-	-	-
1960	Pacific Telephone	-	X	X	-
	Pacific Telephone and Telegraph Company	-	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.	-	-	-	-

## EXECUTIVE SUMMARY

<u>Year</u>	<u>Source</u>	<u>TP</u>	<u>Adjoining</u>	<u>Text Abstract</u>	<u>Source Image</u>
1954	R. L. Polk & Co.	-	X	X	-
	R. L. Polk & Co.	X	X	X	-
1952	Los Angeles Directory Co.	-	-	-	-
1951	Los Angeles Directory Co Publishers	-	-	-	-
1950	Pacific Telephone	-	X	X	-
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.	-	-	-	-
1940	Los Angeles Directory Co.	-	-	-	-
1939	Los Angeles Directory Co.	-	-	-	-
1938	Los Angeles Directory Company Publishers	-	-	-	-
1937	Los Angeles Directory Co.	-	-	-	-
1936	Los Angeles Directory Co.	-	-	-	-
1935	Los Angeles Directory Co.	-	-	-	-
1934	Los Angeles Directory Co.	-	-	-	-
1933	Los Angeles Directory Co.	-	-	-	-
1932	Los Angeles Directory Co.	-	-	-	-
1931	Los Angeles Directory Company Publishers	-	-	-	-
1930	Los Angeles Directory Co.	-	-	-	-
1929	Los Angeles Directory Co.	-	-	-	-
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.	-	-	-	-
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.

<b><u>Address</u></b>	<b><u>Type</u></b>	<b><u>Findings</u></b>
6520 Arizona Avenue	Client Entered	X
8521 S Sepulveda	Client Entered	
6501 S Sepulveda	Client Entered	X
6520 Arizona Avenue	Client Entered	X
8521 S Sepulveda	Client Entered	
6501 S Sepulveda	Client Entered	X

## FINDINGS

### TARGET PROPERTY INFORMATION

#### ADDRESS

6501, 6521 S Sepulveda & 6520 Arizona Ave  
Los Angeles, CA 90045

#### FINDINGS DETAIL

Target Property research detail.

#### ARIZONA AVE

##### 6520 ARIZONA AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	LIVING WORD CHRISTIAN ACADEMY	Cole Information Services
	LIVING WORLD	Cole Information Services
	WEST LA LIVING WORD CHRISTIAN CENTER	Cole Information Services
2009	HELBBERGS DIAMOND SHOPS INC	Cole Information Services
	W L A LIVING WORD CHRISTIAN	Cole Information Services
2004	OCCUPANT UNKNOWN	Cole Information Services
	THE RESURRECTION LIFE FLWSHP	Cole Information Services
	WEST LOS ANGL LVNG WORD CHRSTN	Cole Information Services
2001	LIVINGWORD	Haines & Company, Inc.
1999	LIVING WORD	Cole Information Services
	LIVING WORD CHRISTIAN ACADEMY	Cole Information Services
	RESURRECTION LIFE FELLOWSHIP THE	Cole Information Services
1980	Solo Gear Inc	Pacific Telephone
1975	Southwestern Information Systems	Pacific Telephone
1970	Artex Hobby Products Inc	Pacific Telephone

#### Arizona Avenue

##### 6520 Arizona Avenue

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	LIVINGWORD	Haines & Company, Inc.
1980	Solo Gear Inc	Pacific Telephone
1975	Southwestern Information Systems	Pacific Telephone
1970	Artex Hobby Products Inc	Pacific Telephone

## FINDINGS

### **S Sepulveda**

#### **6501 S Sepulveda**

<b><u>Year</u></b>	<b><u>Uses</u></b>	<b><u>Source</u></b>
2001	ROYALDONUTS	Haines & Company, Inc.
	Vr ASAP LOCKOKEY	Haines & Company, Inc.
2000	1/2 ASAP LOCK & KEY INC	Haines & Company
	FLYER Lorin	Haines & Company
1954	ESTHER AND BEN GAGE S TRAILS	R. L. Polk & Co.
	TRAILS ESTHER & BEN GAGE S	R. L. Polk & Co.

#### **8521 S Sepulveda**

<b><u>Year</u></b>	<b><u>Uses</u></b>	<b><u>Source</u></b>
--------------------	--------------------	----------------------

### **S SEPULVEDA BLVD**

#### **6501 S SEPULVEDA BLVD**

<b><u>Year</u></b>	<b><u>Uses</u></b>	<b><u>Source</u></b>
2014	ASAP LOCK & KEY	Cole Information Services
2009	ASAP LOCK & KEY INC	Cole Information Services
	ROYAL DONUTS	Cole Information Services
2004	ASAP LOCK & KEY INC	Cole Information Services
	OCCUPANT UNKNOWN	Cole Information Services
	ROYAL DONUTS	Cole Information Services
2001	ROYALDONUTS	Haines & Company, Inc.
	Vr ASAP LOCKOKEY	Haines & Company, Inc.
2000	1/2 ASAP LOCK & KEY INC	Haines & Company
	FLYER Lorin	Haines & Company
1999	ASAP LOCK & KEY INCORPORATED	Cole Information Services
	ROYAL DONUTS	Cole Information Services
1994	ROYAL DONUTS	Cole Information Services
1954	ESTHER AND BEN GAGE S TRAILS	R. L. Polk & Co.
	TRAILS ESTHER & BEN GAGE S	R. L. Polk & Co.

#### **6521 S SEPULVEDA BLVD**

<b><u>Year</u></b>	<b><u>Uses</u></b>	<b><u>Source</u></b>
2014	DINAHS FAMILY RESTAURANT	Cole Information Services
	DINAHS ORIGINAL PANCAKE & CHICKEN H	Cole Information Services
2009	DINAS FAMILY RESTAURANT	Cole Information Services

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2009	RICARDOS ON THE BEACH INC	Cole Information Services
2004	DINAHS FAMILY RESTAURANT	Cole Information Services
	TOYON CATERING INC	Cole Information Services
2001	e DINAHSFAMILY	Haines & Company, Inc.
	GRINDER	Haines & Company, Inc.
1999	DINAHS ORIGINAL PANCAKE & CHICKEN HOUSE	Cole Information Services
1994	DINAHS FAMILY RESTAURANT	Cole Information Services
1958	Henns Coffee Shop	Pacific Telephone

### 8521 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2009	DICKS GRINDER INC	Cole Information Services
	GRINDER RESTAURANTS	Cole Information Services
2004	DICKS GRINDER INC	Cole Information Services
1999	GRINDER RESTAURANTS	Cole Information Services
1994	GRINDER RESTAURANTS	Cole Information Services

## FINDINGS

### ADJOINING PROPERTY DETAIL

The following Adjoining Property addresses were researched for this report. Detailed findings are provided for each address.

#### ARIZONA AVE

##### **6502 ARIZONA AVE**

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	AONE RENT A CAR	Cole Information Services
2009	A ONE RENT A CAR	Cole Information Services
2004	A ONE RENT A CAR	Cole Information Services
2001	A ONERENTACAR	Haines & Company, Inc.
1999	A ONE RENT A CAR	Cole Information Services
1994	ALL INTERNATIONAL RENT A CAR	Cole Information Services
	SHALIMAR LIMOUSINES	Cole Information Services
	SHALIMAR RENT A CAR	Cole Information Services
1986	BUDGET RENT-A-CAR STATIONS	Pacific Bell
1985	SEARS RENT-A-CAR RENT-A-CAR STATIONS	Pacific Bell
	SEARS ROEBUCK AND CO SPECIAL SERVICES RENT-A-CAR	Pacific Bell

##### **6504 ARIZONA AVE**

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	ARCHER PILATES & WELLNESS	Cole Information Services
	TRIANGLE CONSTRUCTION INC	Cole Information Services
	OUR COMPUTER TECH INC	Cole Information Services
	SPIN SEMICONDUCTOR	Cole Information Services
2009	OUR COMPUTER TECH	Cole Information Services
	DOSIER GROUP	Cole Information Services
2004	TRIANGLE CONSTRUCTION INC	Cole Information Services
	NORMA SILLOREQUEZ	Cole Information Services
	MARIO ERNST	Cole Information Services
2001	CHANAEL OF R	Haines & Company, Inc.
1999	PLAYA MEDICAL SERVICES	Cole Information Services
	HASSIDIM BEN	Cole Information Services
1994	HOPE CHAPEL DEL RAY	Cole Information Services



## FINDINGS

### 6506 ARIZONA AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	EVOLUTION WELLNESS CENTER	Cole Information Services
2004	SKYLINE FINANCIAL	Cole Information Services
	SKYLINE FINANCIAL BSNS GROUP	Cole Information Services
	SKYLINE REALTY	Cole Information Services
2001	SUPERIORLEASING	Haines & Company, Inc.
1999	L A CATERWORKS	Cole Information Services
	SUPERIOR LEASING OF LOS ANGELES	Cole Information Services
	SUPERIOR LEASING CORPORATION	Cole Information Services
1994	SIGNPOST	Cole Information Services
1986	EDWARD C THOMAS INSURANCE AGENCY	Pacific Bell

### 6508 ARIZONA AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2004	PAGLIEI COLLECTION INC	Cole Information Services
	CAMPAGNA	Cole Information Services
	OCCUPANT UNKNOWN	Cole Information Services
2001	BARRET 8 YAM	Haines & Company, Inc.
1999	BARRET DYANA CUSTOM FLORAL CREATIONS	Cole Information Services
1994	VOGUE BUSINESS GIFTS	Cole Information Services
	AAMES WARNER CORP	Cole Information Services
1990	VOGUE BUSINESS GIFTS	Pacific Bell
	AAMES-WARNER CORP	Pacific Bell
1986	VOGUE BUSINESS GIFTS	Pacific Bell
	AAMES-WARNER CORP	Pacific Bell
1980	Contract Interiors	Pacific Telephone
	ARIZONA AV	Pacific Telephone
1975	Joyce Jo Engineering Sales	Pacific Telephone
	Harmsco Inc West	Pacific Telephone
	Quality Assurance Systems Inc	Pacific Telephone
	Bond Tech	Pacific Telephone
1970	Inventron Industries	Pacific Telephone

### 6512 ARIZONA AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	WESTCSTPRCSN	Haines & Company, Inc.
1999	WEST COAST PRECISION MACHINE COMPANY	Cole Information Services

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1994	WEST COAST PRCSN MACHINE	Cole Information Services
1975	Baker Standard Tools	Pacific Telephone
1970	Baker Standard Tools	Pacific Telephone

### 6516 ARIZONA AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	XXXX	Haines & Company, Inc.
1994	COMPUPLUS RESOURCES	Cole Information Services
1980	Electro Freeze Distribution So Calif	Pacific Telephone
	Hixson S A & Co	Pacific Telephone
1975	Electric Transportation Co	Pacific Telephone
1970	Crystalite Corp	Pacific Telephone

### 6517 ARIZONA AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	XXXX	Haines & Company, Inc.
1980	Gen I Cosmetics	Pacific Telephone

### ARIZONA CIR

#### 6300 ARIZONA CIR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2009	72 & SUNNY	Cole Information Services
2004	SAMY BEKHIT	Cole Information Services
2001	ART RENAISSANCEINC	Haines & Company, Inc.
1999	ART RENAISSANCE INCORPORATED	Cole Information Services
1994	WEST COAST CASH REGISTER CORP	Cole Information Services
	PATIENT CARE PHARMACY	Cole Information Services
1986	KROWN RESEARCH INC	Pacific Bell
1980	BLAUNER ROBT A	Pacific Telephone
	ROBERT BOSCH CORPORATION	Pacific Telephone
	BOSCH ROBERT CORPORATION	Pacific Telephone
	BLAUPUNKT CAR RADIO Div Of Robert Bosch Sales Corporation	Pacific Telephone
	Bosch Robert Corporation	Pacific Telephone
	Fernsey Inc	Pacific Telephone
1976	Bosch Robert Corporation	Pacific Telephone
1975	Bosch Robert Corporation	Pacific Telephone
1962	KELLOGG DIV OF INTERNATI TELEPHONE & TELEGRAPH CORP	Pacific Telephone

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1960	ITT KELLOG MISSILE	Pacific Telephone and Telegraph Company
	ITT-KELLOGG MISSILE & SPACE SYS	Pacific Telephone

### 6315 ARIZONA CIR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2009	THERAPY WEST INC	Cole Information Services
2004	PLAY STUDIO	Cole Information Services
2001	XXXX	Haines & Company, Inc.

### 6320 ARIZONA CIR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	JKL HOME INSPECTION JKL HOME INSPECT	Cole Information Services
	PQR ITALIAN RESTAURANT PQR ITALIAN R	Cole Information Services
2009	COMCAST CBLE COMMUNICATIONS INC	Cole Information Services
1999	CENTER FOR HEART AND HEALTH	Cole Information Services
	BRATH WILLIAM F MD	Cole Information Services
	GOTTLIEB NORMAN T	Cole Information Services
	AVIATION MEDICAL CONSULTING SERVICE THE	Cole Information Services
1965	GENISTRON INC	The Pacific Telephone and Telegraph Co
1960	GENISTRON INCORPORATO	Pacific Telephone and Telegraph Company
	GENISTRON INC	Pacific Telephone
	GENISTRON	Pacific Telephone and Telegraph Company

### 6330 ARIZONA CIR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2009	SHABBY CHIC OF LOS ANGELES INC	Cole Information Services
2004	LEFT COAST MARKETING WHSE	Cole Information Services
	SHABBY CHIC CORP	Cole Information Services
	SHABBY CHIC OF LOS ANGELES INC	Cole Information Services
2001	SHABBY CHIC	Haines & Company, Inc.
1999	SHABBY CHIC CORPORATE HEADQUARTERS	Cole Information Services
	LINE 6	Cole Information Services
1994	THUNDERSEAT	Cole Information Services
	A T C FLGHT SIMLTR	Cole Information Services
1991	PACIFIC COAST COLLEGE WEST LOS ANGELES	Pacific Bell

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1991	Pacific Coast College West LOS ANGELES	Pacific Bell
1990	PACIFIC COAST COLLEGE LOS ANGELES AREA	Pacific Bell
1986	PACIFIC COAST COLLEGE	Pacific Bell
1981	CUSTOM DUPLICATION INC	Pacific Telephone
	SALES ASSOCIATES INTERNATIONAL	Pacific Telephone
1980	Sales Associates International	Pacific Telephone
	Custom Duplication Inc	Pacific Telephone
	Custom Duplication Inc	Pacific Telephone
1976	Sound Alike Music Corp	Pacific Telephone
1970	Sierra Industries Inc	Pacific Telephone
1965	BETA ENGINEERING R	The Pacific Telephone and Telegraph Co
	BETA ENGINEERING	The Pacific Telephone and Telegraph Co
1964	BETA ENGINEERING CORP	Pacific Telephone
	BETA ENGINEERING DIV-NAVCO	Pacific Telephone
	ELECTRONIC IND INC	
	DAV LO CO	Pacific Telephone

### 6336 ARIZONA CIR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	XXXX	Haines & Company, Inc.

### 6341 ARIZONA CIR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	DANDREA GRAPHICS	Cole Information Services
	DANDREA GRAPHIC CENTER	Cole Information Services
2009	DANDREA PRODUCTIONS INC	Cole Information Services
	DANDREA GRAPHIC CORP	Cole Information Services
2004	OCCUPANT UNKNOWN	Cole Information Services
2001	KITAYHarold	Haines & Company, Inc.
1999	C L S TRANSPORTATION INCORPORATED	Cole Information Services
1990	BURTON PLATING CO	Pacific Bell
1981	BURTON PLATING CO	Pacific Telephone
1980	Burton Silverplating Co	Pacific Telephone
1976	Burton Silverplating Co	Pacific Telephone
1975	Burton Silverplating Co	Pacific Telephone
	Burton Research	Pacific Telephone
	Burton Silverplating Co	Pacific Telephone
1970	Burton Silverplating Co	Pacific Telephone

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1970	BURTON SILVERPLATING CO	Pacific Telephone
1965	BURTON SILVERPLAT1NG CO	Pacific Telephone
	BURTON SILVER PLTNG	The Pacific Telephone and Telegraph Co
	BURTON SILVER PLTNG EX	The Pacific Telephone and Telegraph Co
1964	BURTON SILVER PLATING CO	Pacific Telephone

### 6344 ARIZONA CIR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	LNA CLOTHING	Cole Information Services
2004	TEC/WEST USA INC	Cole Information Services
	MARI MICHAEL	Cole Information Services
2001	TECWESTUSAINC	Haines & Company, Inc.
1999	TEC WEST U S A INCORPORATED	Cole Information Services
1994	TEC WEST USA INC	Cole Information Services
1981	TAPE & LABEL PRODUCTS	Pacific Telephone
1980	Tape & Label Products	Pacific Telephone
1975	ONeil Data Systems	Pacific Telephone
1970	Del Rey Tool Co Inc	Pacific Telephone
1965	NEWS ELECTRONICS	The Pacific Telephone and Telegraph Co
	WESTATES ELECTRONICS SP	The Pacific Telephone and Telegraph Co
	WESTATES ELECTRONICS	The Pacific Telephone and Telegraph Co
1964	NEWS ELECTRONICS CORP	Pacific Telephone
	NEWS ELECTRONICS CORP	Pacific Telephone
	WESTATES ELECTRONICS CORP	Pacific Telephone

### 6374 ARIZONA CIR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1962	UIGIER F A CO	Pacific Telephone

### ARIZONA PL

### 6305 ARIZONA PL

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2009	GENERAL ELECTRIC CO INC	Cole Information Services
2001	KASHARTECHSRV INC	Haines & Company, Inc.
1999	SOUTHERN CALIFORNIA LOGO INCORPORATED	Cole Information Services
	SEW CAL LOGO INCORPORATED	Cole Information Services
	KASHAR TECHNICAL SERVICES INCORPORATED	Cole Information Services

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1994	PAPER MOON GRAPHICS	Cole Information Services
1986	ADVANCED TECHNOLOGY MARKETING SANTA MONICA	Pacific Bell
1985	ADVANCED TECHNOLOGY MARKETING	Pacific Bell
1981	J F T ASSOCIATES	Pacific Telephone
1980	So Calif Research Institute	Pacific Telephone
	Wolcott Company	Pacific Telephone
	J F T Associates	Pacific Telephone
1975	Sales Region	Pacific Telephone
	Hewlett Packard Co Neely	Pacific Telephone

### 6314 ARIZONA PL

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2009	COMCAST CORP	Cole Information Services
2004	VINCENT ROYAL	Cole Information Services
2001	XXXX	Haines & Company, Inc.
1986	TRU-BOR MFG CO	Pacific Bell
1985	TRU-BOR MFG CO	Pacific Bell
1981	TRU-BOR MFG CO	Pacific Telephone
1980	From Los Angeles Telephones Ca	Pacific Telephone
	Tru Bor Mfg Co	Pacific Telephone
	Tru Bor Mfg Co	Pacific Telephone
1976	Tru Bor Mfg Co	Pacific Telephone
1975	Tru Bor Mfg Co	Pacific Telephone
1970	Tru Bor Mfg Co	Pacific Telephone

### 6315 ARIZONA PL

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	MISTER CUSTOMER	Cole Information Services
2009	ACADEMIC LLC	Cole Information Services
	ZBRAND USA	Cole Information Services
2004	MODERN DATA PRODUCTS INC	Cole Information Services
2001	FOURSEASONSPET	Haines & Company, Inc.
1999	ALL AMERICAN COMMUNICATION	Cole Information Services
	FOUR SEASONS PET PRODUCTS	Cole Information Services
	COLOR ORIGINALS	Cole Information Services
	MODERN DATA PRODUCTS INCORPORATED	Cole Information Services
1994	ADT SECURITY SYSTEMS	Cole Information Services

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1994	ADT	Cole Information Services
1990	VOLT TECHNICAL CORPORATION LOS ANGELES ALPHANUMERIC PUBLICATION SYSTEMS DIV	Pacific Bell
	VOLT TECHNICAL SERVICES LOS ANGELES ALPHANUMERIC PUBLICATION SYSTEMS DIVISI	Pacific Bell
1986	VOLT TECHNICAL CORPORATION	Pacific Bell
	VOLT TECHNICAL SERVICES	Pacific Bell
1980	Alphanumeric Publication Systems	Pacific Telephone
1976	HEWLETT PACKARD LOS ANGELES SERVICE CENTER	Pacific Telephone
1975	Center	Pacific Telephone
	Los Angeles Service	Pacific Telephone
	Hewlett Packard	Pacific Telephone
1970	Beverly Wigs	Pacific Telephone
	Maro International Ltd	Pacific Telephone
1967	New Hampshire Ball Bearings Astro Div	Pacific Telephone
1965	NEW HAMPSHRE BEARNGS	The Pacific Telephone and Telegraph Co

### 6334 ARIZONA PL

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	SOLAR CITY	Cole Information Services
1999	PRIMESTAR SATELLITE	Cole Information Services
1980	Reem Inc	Pacific Telephone
1976	R P M Industries	Pacific Telephone
	Construction Laser Systems Inc Subsidiary Of R P M Industries	Pacific Telephone
1975	R P M Industries	Pacific Telephone

### 6341 ARIZONA PL

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1975	PLESSEY BURTON RESEARCH	Pacific Telephone
	BURTON SILVERPLATING CO	Pacific Telephone

### 6382 ARIZONA PL

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1975	GREER HYDRAULICS INC	Pacific Telephone

## FINDINGS

### **CENTER DR W**

#### **6601 CENTER DR W**

<b><u>Year</u></b>	<b><u>Uses</u></b>	<b><u>Source</u></b>
2014	NETREADY	Cole Information Services
	PRI	Cole Information Services
	ROBERT ZANKEL	Cole Information Services
	CLARION MORTGAGE	Cole Information Services
	AC INTERNATIONAL REALTY INC	Cole Information Services
	BB USA CAR SHIPPING	Cole Information Services
	TRUCK BROKERS	Cole Information Services
	WEBZEN	Cole Information Services
	CARRERA LEE ENTERPRISES INC	Cole Information Services
	FULLER CONSULTING	Cole Information Services
	FUTURE INVESTMENT GROUP	Cole Information Services
	QUAD COMMUNICATIONS	Cole Information Services
	LAW OFFICE OF CURTIS COLEMAN	Cole Information Services
	LAW OFFICE OF PATRICIA JOHNSON	Cole Information Services
	INTEGRITY MORTGAGE	Cole Information Services
	PREMIER VISION	Cole Information Services
	WITTY INVENTIONS PUBLICATIONS	Cole Information Services
	US GLOBAL TRANSPORTATION	Cole Information Services
	CORPORATE COACHING	Cole Information Services
	DUVERNAY MARC S ATTORNEY AT LAW	Cole Information Services
	FIRST FIDELITY CREDIT	Cole Information Services
	LIVE OAK CAPITOL	Cole Information Services
	NASATIR LEONARD ATTY	Cole Information Services
	WINTERBOTHAM PARHAM TEEPLE A PC	Cole Information Services
	AFRICAN BRIDGE	Cole Information Services
	GEOSYNTEC CONSULTANTS	Cole Information Services
	MEDICAL RESEARCH & DATA INSTITUTE	Cole Information Services
	SCENTEVENTS LLC	Cole Information Services
	S B WERNER	Cole Information Services
	SAGE ORGANIZATION THE	Cole Information Services
	COMMUNITY EQUITY PARTNERS	Cole Information Services
	ALANA BLUE INC	Cole Information Services
	AXIEM	Cole Information Services



## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	DEVENTIONAL DEVELOPMENTS	Cole Information Services
	FOOTSTEPS	Cole Information Services
	MED TECH SOLUTIONS	Cole Information Services
	LAW OFFICE OF KEVIN QUOCK	Cole Information Services
	LADERA REALTY	Cole Information Services
	LAW OFFICE OF ROBIN VIALLA	Cole Information Services
	TOP PERFORMERS	Cole Information Services
	HEAVY IRON STUDIOS	Cole Information Services
	HEAVY IRONS STUDIOS INC	Cole Information Services
	BOB EBANNERS ADVERTISING	Cole Information Services
	GOT PROMOS LLC	Cole Information Services
	MOTHERLAND DISTRIBUTIONS	Cole Information Services
	MARCH VISION CARE INC	Cole Information Services
	LAW OFFICE OF CHERYL GERTLER	Cole Information Services
	INDEPENDENT FINANCIAL GROUP INC	Cole Information Services
	NETWORK GLOBAL GROUP	Cole Information Services
	HOWARD REALTY	Cole Information Services
	PLUG APPEAL	Cole Information Services
	WRIDGEWOOD ESCROW	Cole Information Services
	COLORFUL SPECTRUM INC	Cole Information Services
	BALBIN JAMES	Cole Information Services
	GSP COMMUNICATIONS	Cole Information Services
	ELECTRICAL ADVERTISING INC	Cole Information Services
	GENESIS GROUP INTERNATIONAL	Cole Information Services
	LAW OFFICE OF DAVID W ALLOR	Cole Information Services
	ICENTRIC	Cole Information Services
	TRANS UNITED TRANSPORTATION	Cole Information Services
	PREMIER BUSINESS CENTERS	Cole Information Services
	PROFESSIONAL DEVELOPMENT INSTITUTE	Cole Information Services
	1ST STAGE INVESTMENTS	Cole Information Services
	CLINIC ART THE	Cole Information Services
	COLBY SERVICES INC	Cole Information Services
	GDC MARKETING GROUP BMDI AMP	Cole Information Services
	LETS GO TRANSPORTATION & CHARTER	Cole Information Services
2009	FIRST STAGE INVESTMENTS	Cole Information Services
	JONES & ASSOCIATES	Cole Information Services
	KLABIN CO THE CORFAC INTERNATIONAL	Cole Information Services

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2009	KAZADI & ASSOCIATES	Cole Information Services
	S2 SECURITY SOLUTIONS	Cole Information Services
	R P FINANCIAL	Cole Information Services
	EXODUS ENTERTAINMENT BANCORP	Cole Information Services
	HOWARD REALTY CENTER	Cole Information Services
	PROFESSIONAL DEVELOPMENTS INS	Cole Information Services
	LAW OFFICE OF DAVID W ALLOR	Cole Information Services
	ALANA BLUE INC	Cole Information Services
	NETWORK GLOBAL GROUP	Cole Information Services
	BARRY KRAMER LAW OFFICE	Cole Information Services
	DEPENDABLE SOLUTIONS INC	Cole Information Services
	ALL NATIONS CH OF LOS ANGELES	Cole Information Services
	SILICON PYRAMID USA INC	Cole Information Services
	MARCH VISION CARE INC	Cole Information Services
	MORGAN CONRAD	Cole Information Services
	ERICK GUILLORY	Cole Information Services
	BYRON HOWARD	Cole Information Services
	DAVENTIONAL DEVELOPMENT	Cole Information Services
	AGNES HUFF COMMUNICATIONS GROUP LLC	Cole Information Services
	CATALYST INTERACTIVE INC	Cole Information Services
	LIVE OAK CAPITAL LLC	Cole Information Services
	GOT PROMOS LLC	Cole Information Services
	2 IT EDUCATION SOLUTIONS	Cole Information Services
	VI BW CONSTRUCTION ENTP INC	Cole Information Services
	THE EVENT PLANNER	Cole Information Services
	DAZCO & ASSOCIATES INC	Cole Information Services
	CITYONE PARTNERS INC	Cole Information Services
	INTEGRITY MORTGAGE	Cole Information Services
	WHAREHOUSE MANAGEMENT SYSTEMS	Cole Information Services
	AFRICAN BRIDGE	Cole Information Services
	AERO CLUB OF SOUTHERN CALIFORNIA	Cole Information Services
	CALIFORNIA REAL ESTATE LICENSE	Cole Information Services
	ICENTRIC CORP	Cole Information Services
	TRIUMPH CAPITAL PARNTERS LLC	Cole Information Services
	LEXINGTON REAL ESTATE GROUP	Cole Information Services
	COLORFUL SPECTRUM INC	Cole Information Services
	L I T E SYSTEMS	Cole Information Services

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2009	GENESIS GROUP INTERNATIONAL	Cole Information Services
	CURTIS COLEMAN	Cole Information Services
	EXCLUSIVE REALTY GROUP	Cole Information Services
	GEOSYNTEC CONSULTANTS	Cole Information Services
	AFRICAN AMERICAN MEDICAL NETWORK	Cole Information Services
	SYSTEMS SOURCE	Cole Information Services
	PREMIER BUSINESS CENTERS	Cole Information Services
	US GLOBAL TRANSPORTATION	Cole Information Services
	3COM	Cole Information Services
	LAW OFFICES OF SERGIO BENT	Cole Information Services
	BCS STAFFING INC	Cole Information Services
	HEAVY IRON STUDIOS	Cole Information Services
	LAW OFFICE OF CHERYL GERTLER	Cole Information Services
	HEADQUARTERS GLOBAL WORKPLACES	Cole Information Services
2004	NEW CANAAN DEVELOPMENT INC	Cole Information Services
	R HINTON	Cole Information Services
	WERNER SB	Cole Information Services
	AGNES HUFF CMNCTN GROUP	Cole Information Services
	TOP PERFORMERS RCRTMNT & TRNNG	Cole Information Services
	ICENTRIC CORP	Cole Information Services
	WRIDGEWOOD	Cole Information Services
	TRIUMPH CAPITAL PARNTERS LLC	Cole Information Services
	4SURELINK COMMUNICATIONS INC	Cole Information Services
	CURTIS COLEMAN	Cole Information Services
	LAW OFFICE OF KEVIN QUOCK	Cole Information Services
	TOLL CALL INC	Cole Information Services
	CORP COACHING INTRNTNL LLC	Cole Information Services
	AERO CLUB OF SOUTHERN CLFRN	Cole Information Services
	ELITE BUSINESS CENTERS	Cole Information Services
	TAKAKIIAN SOWERS & SITKOFT LLP	Cole Information Services
	URBAN MOVIE CORP	Cole Information Services
	ELITE BUSINESS CENTERS	Cole Information Services
	KLABIN CO	Cole Information Services
	SUN MIRCO SYSTEMS INC	Cole Information Services
	LIVE OAK CAPITAL LLC	Cole Information Services
	DAVENTIONAL DEVELOPMENT	Cole Information Services
	LISA SNIDER	Cole Information Services

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	BUILDING AGNESHUFFCMNCTNS	Haines & Company, Inc.
1999	MORGAN CONRAD	Cole Information Services
	SCREENVISION CINEMA NETWORK	Cole Information Services
	BYRON HOWARD	Cole Information Services
	CEO EXECUTIVE SUITES	Cole Information Services
	PROSERV-MARQUEE GROUP	Cole Information Services
	SUMMA CORPORATION PROPERTY MANAGEMENT	Cole Information Services
	MCI TELECOMMUNICATIONS	Cole Information Services
	CM & D	Cole Information Services
	CLASSIC CONTRACTORS	Cole Information Services
	KRAMER BARRY THE LAW OFFICE OF	Cole Information Services
	GERTLER CHERYL F LAW OFFICES OF	Cole Information Services
	DIGITAL IMAGING SYSTEMS INCORPORATED	Cole Information Services
	JANNOTTA BRAY & ASSOCIATES INCORPORATED	Cole Information Services
	TURNING POINT MANGEMENT SYSTEMS A TALENT AGENCY	Cole Information Services
	TURNER & ASSOCIATES	Cole Information Services
	3 COM	Cole Information Services
	FACE TO FACE INDUSTRIES	Cole Information Services
	FACE TO FACE INDUSTRIES FROM LOS ANGELES TELEPHON	Cole Information Services
	CHEKIAN MICHAEL LAW OFFICES OF	Cole Information Services
	SUNSOFT INCORPORATED	Cole Information Services
	WRIGHT MANAGEMENT CONSULTANTS	Cole Information Services
	ETEK	Cole Information Services
	HOSPICE CARE OF CALIFORNIA	Cole Information Services
	HINTON R L CPA	Cole Information Services
	QESTREL CLAIMS MANAGEMENT INCORPORATED	Cole Information Services
	KLABIN COMPANY THE	Cole Information Services
	LINCOLN PROPERTY COMPANY	Cole Information Services
	CU MORTGAGE CORPORATION	Cole Information Services
	BRADLEY LAMBERT STEELE INCORPORATED OFFICE	Cole Information Services
	RIGHT ASSOCIATES JANNOTTA BRAY	Cole Information Services
	BRADLEY-LAMBERT STEELE INCORPORATED OFFICE	Cole Information Services
	AVERY JAMES INCORPORATED	Cole Information Services

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1999	CORE MANAGEMENT INCORPORATED	Cole Information Services
	INTERNATIONAL RESEARCH AND DATA INSTITUTE	Cole Information Services
	ERICK GUILLORY	Cole Information Services
1995	JANNOTTA BRAY & ASSOCIATES INC	Pacific Bell
1994	3 COM	Cole Information Services
	C E O THE WALLS GRP	Cole Information Services
	JANNOTTA BRAY&ASSOC	Cole Information Services
	KLABIN COMPANY THE	Cole Information Services
	ENTER CHANGE INC	Cole Information Services
	MERIDIAN VAT RECLM	Cole Information Services

### 6610 CENTER DR W

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2004	LAW OFFICES OF KEVIN J QUICK	Cole Information Services

### N SEPULVEDA BLVD

#### 6844 N SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1981	ROSS-LOOS MEDICAL GROUP	Pacific Telephone
1976	Ross Lons Medical Group Main Ofc	Pacific Telephone
	Woltmann George R MD Ross Loos Medical Group	Pacific Telephone
	Van Nuys Ofc	Pacific Telephone

### S SEPULVEDA

#### 6733 S SEPULVEDA

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1990	WESTERN CREDIT FINANCIAL CORP LOS ANGELS	Pacific Bell

### S SEPULVEDA BLVD

#### 6107 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1967	AIRPORT VILLAGE	Pacific Telephone
	Trailer Pk	Pacific Telephone
	LEONARDS DEPARTMENT STORES	Pacific Telephone
	Appliance Stores Airport Village	Pacific Telephone

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1964	AIRPORT VILLAGE	Pacific Telephone
	BELFORD JAS G	Pacific Telephone
	CAMPBELL LINDA DALE	Pacific Telephone
	CAPOZZI MARY P	Pacific Telephone
	CARON HOMER C	Pacific Telephone
	EASLEY GUY L	Pacific Telephone
	FREDERICKS MARJORIE	Pacific Telephone
	HARDING E D	Pacific Telephone
	HODGES JESSIE	Pacific Telephone
	JONES WILBUR M	Pacific Telephone
	KIGHT IVEY N	Pacific Telephone
	MARTIN LEONARD L	Pacific Telephone
	MARTIN LILLIE MAE	Pacific Telephone
	MCGEE ALZENA T	Pacific Telephone
	MCGEE L J	Pacific Telephone
	MERCIER BURT	Pacific Telephone
	PALMER EUNICE	Pacific Telephone
	PAT S BREAKFAST & BROILER	Pacific Telephone
	PETERSON JENNIE	Pacific Telephone
	ROUNDS EUNICE	Pacific Telephone
1962	ROUNDS THEO L	Pacific Telephone
	STEPHENSON ANNA R	Pacific Telephone
	Administrative Ofc	Pacific Telephone
	HUTCHESON MEATS	Pacific Telephone
1960	LEONARDS AIRPORT VILLAGE APPLIANCE STONES	Pacific Telephone
	LEONARDS AIRPORT VILLAGE APPLIANCE STONES	Pacific Telephone
	SPREngle WILBUR J	Pacific Telephone
	STEGGALL MERIE	Pacific Telephone
	STEPHENSON ANNA R	Pacific Telephone
	TAYLOR JAY DAVID	Pacific Telephone
	WHITEHALL GEO A SR	Pacific Telephone
	AIRPORT VILLAGE	Pacific Telephone
	BRAEUTIGAM JEAN	Pacific Telephone
	BUNCH DELORES	Pacific Telephone
	CALL DORIS	Pacific Telephone
	CAPOZZI MARY P	Pacific Telephone
	CARR NETTLE H	Pacific Telephone

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1960	CHUCK S DESSERTS & FOUNTAIN	Pacific Telephone
	EASLEY GUY L	Pacific Telephone
	HARRISON MERLE W	Pacific Telephone
	JONES WILBUR M	Pacific Telephone
	KEEGAN MIKE	Pacific Telephone
	KEENAN KARL M	Pacific Telephone
	LEONARDS APPLIANCES & FURN STORES	Pacific Telephone
	MERCIER BURT	Pacific Telephone
	PIERCE J C DR	Pacific Telephone
1957	CALL DORIS	Pacific Telephone
	COURTER WM L	Pacific Telephone
	HEBERT SALLY G	Pacific Telephone
	SCHULTZ ARTHUR J	Pacific Telephone
	TAYLOR JAY DAVID	Pacific Telephone
1954	COPELAND BUD TV & RADIO SERV	R. L. Polk & Co.
	GREEN MARGARET M	R. L. Polk & Co.
	HEBERT SALLY G	R. L. Polk & Co.
	TAYLOR J DAVID	R. L. Polk & Co.
	ZICK GORDON R	R. L. Polk & Co.
1950	THORPE R C CONTR	Pacific Telephone

### 6150 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1958	Schramm Jos C	Pacific Telephone
1957	ROTH BERNICE H	Pacific Telephone
	SCHRAMM JOS C	Pacific Telephone
1954	DOUGLAS CARMEN LEE	R. L. Polk & Co.
	FLETCHER ANDREW SR	R. L. Polk & Co.
	SCHWARTZ ROBT	R. L. Polk & Co.
	STERN LORRAINE G	R. L. Polk & Co.
	WRIGHT ARTHUR MRS	R. L. Polk & Co.
1950	DEE BYRON S R	Pacific Telephone
	PICKERING W R R	Pacific Telephone
	SCOVILLE EARL R	Pacific Telephone

### 6503 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	MARENTINIS PIZZERIA & DELI	Cole Information Services

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2009	MARTINIS ITALIAN DELI	Cole Information Services
2004	MARTINIS ITALIAN DELI	Cole Information Services
2001	MARTINISITALNDELI	Haines & Company, Inc.
1999	MARTINIS ITALIAN DELI	Cole Information Services
1994	MARTINIS ITALIAN DELI	Cole Information Services

### 6504 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2009	SEAN HEYMAN	Cole Information Services
1999	SEAN HEYMAN	Cole Information Services

### 6505 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2004	OCCUPANT UNKNOWN	Cole Information Services
2001	INFINITI INSURANCE	Haines & Company, Inc.
1999	INFINITI INSURANCE SERVICES INCORPORATED	Cole Information Services

### 6507 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	BAO NGUYEN	Cole Information Services
2009	NAILS BY KIM	Cole Information Services
2004	NAILS BY KIM	Cole Information Services
	OCCUPANT UNKNOWN	Cole Information Services
2001	NAILS BY KIM	Haines & Company, Inc.
1999	NAILS BY KIM	Cole Information Services
1994	NAILS BY KIM	Cole Information Services

### 6508 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	ABRIGO MARTIAL ARTS	Cole Information Services

### 6509 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	CHRISTINAS HAIR DESIGN	Cole Information Services
2009	CHRISTIANS HAIR DESIGN	Cole Information Services
2004	CRISTINAS HAIR DESIGN	Cole Information Services
2001	CRISTINASHAIRDSGN	Haines & Company, Inc.
1999	CRISTINAS HAIR DESIGN	Cole Information Services
1994	CRISTINAS HAIR DESIGN	Cole Information Services



## FINDINGS

### 6511 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	LUCKY CLEANER	Cole Information Services
	POWER HEALTH	Cole Information Services
2009	SOLO INSURANCE SERVICE INC	Cole Information Services
	LUCKY CLEANER	Cole Information Services
	A RISE & SHINE CATERING CO	Cole Information Services
	ABRIGO MARTIAL ARTS	Cole Information Services
2004	RISE & SHINE CATERING CO	Cole Information Services
	SOLO INSURANCE SERVICE INC	Cole Information Services
	LUCKY CLEANER	Cole Information Services
	SEAN HEYMAN	Cole Information Services
2001	LUCKY CLEANER	Haines & Company, Inc.
1999	RHUBARB	Cole Information Services
	LUCKY CLEANER	Cole Information Services
1994	ONE HOUR MARTINIZING	Cole Information Services
	FLOWERS OF PARADISE	Cole Information Services
	FISH ETCETERA	Cole Information Services
1985	PIP-POSTAL INSTANT PRESS	Pacific Bell
	POSTAL INSTANT PRESS-PIP	Pacific Bell
	CORPORATE HEADQUARTERS	Pacific Bell

### 6513 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2004	OCCUPANT UNKNOWN	Cole Information Services

### 6515 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	VIVA GRILL	Cole Information Services
2009	VIVA FRESH MEXICAN GRILL	Cole Information Services
2004	VIVA FRESH MEXICAN GRILL	Cole Information Services
1999	VIVA FRESH MEXICAN GRILL	Cole Information Services
1994	BAKERY CAFE	Cole Information Services
	DOS AMIGOS MEXICAN TAKE OUT	Cole Information Services
1976	Shady Lady The	Pacific Telephone

### 6516 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	VIVA FRESH MEXICAN	Haines & Company, Inc.

## FINDINGS

### 6517 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	BIG MANGO CATERING INC	Cole Information Services
2004	OCCUPANT UNKNOWN	Cole Information Services
2001	RHUBARB	Haines & Company, Inc.

### 6519 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2009	VAHISHTA INC	Cole Information Services
	E Z PRINTING	Cole Information Services
2004	OCCUPANT UNKNOWN	Cole Information Services
	EZ PRINTING INC	Cole Information Services
2001	CELLAF 000 R STU DIO	Haines & Company, Inc.
1999	WARM FUZZY COMPANY THE	Cole Information Services
1994	DANS PAINTING CO	Cole Information Services
	LA CATERWORKS	Cole Information Services

### 6524 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	JOHNSON JOYCE	Cole Information Services

### 6531 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	FABIAN AUTOMOTIVE LOCKS	Cole Information Services
2009	EXTENDED STAY AMERICA	Cole Information Services
	ESA P PRTFOLIO OPER LSS INC	Cole Information Services
2004	RACHEL JARVIS	Cole Information Services
	KENNARD HONORE	Cole Information Services
	ANGELA FREEMAN	Cole Information Services
1999	JOSEPHS RESTAURANT	Cole Information Services
1994	REUBENS RESTAURANT	Cole Information Services
1985	HUNGRY TIGER SEAFOOD RESTAURANT	Pacific Bell
1971	Sepulveda	Pacific Telephone
	Hollywood	Pacific Telephone
1962	CATHE RESTAURANT	Pacific Telephone
	CATHE RESTAURANT	Pacific Telephone
1960	CATHE RESTAURANT	Pacific Telephone

## FINDINGS

### 6533 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	XXXX	Haines & Company, Inc.
1994	SPECIAL FOODS INTL	Cole Information Services

### 6538 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2009	ZEMEN WOLDBERHAN	Cole Information Services
2004	ZEMEN WOLDBERHAN	Cole Information Services
1999	ZEMEN WOLDBERHAN	Cole Information Services

### 6549 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2009	LANH DO	Cole Information Services
2004	LANH DO	Cole Information Services
1999	LANH DO	Cole Information Services

### 6600 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	LOFFARELLI ANGELA	Cole Information Services

### 6625 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2004	LUIS CAMPOSOTAMENDI	Cole Information Services

### 6640 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2009	SEPULVEDA FAIRFIELD	Cole Information Services
2004	SEPULVEDA FAIRFIELD	Cole Information Services
1999	SEPULVEDA FAIRFIELD	Cole Information Services
	OCCUPANT UNKNOWN	Cole Information Services

### 6649 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1999	OCCUPANT UNKNOWN	Cole Information Services

### 6655 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1999	OCCUPANT UNKNOWN	Cole Information Services

## FINDINGS

### 6661 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2004	DONALD PISTOTNIK	Cole Information Services

### 6701 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	PUBLIC STORAGE	Cole Information Services
2009	PUBLIC STORAGE	Cole Information Services
2004	PUBLIC STORAGE	Cole Information Services
	KARAN SCHREIBER	Cole Information Services
1999	PUBLIC STORAGE	Cole Information Services
1994	PUBLIC STORAGE	Cole Information Services
1981	COMPUTER SCIENCES CORPORATION BUSINESS SERVICES DIVISION	Pacific Telephone
1980	COMPUTERT SCIENCES CORPORATION	Pacific Telephone
	Business Services Division	Pacific Telephone
	COMPUTER SCIENCES CORPORATION DATA SERVICES GROUP HEADQUARTERS	Pacific Telephone
1962	AIR PRODUCTS INCORPORATED CRYOGENICS MFG	Pacific Telephone
1960	DYNAMIC RESEARCH INC SUBSIDIARY OF AIR PRODUCTS ENGNRS CRYOGENIC	Pacific Telephone
	K G EQUIPT CO INC THE WELDNG EQ	Pacific Telephone
1958	SUN ELECTRIC CORP AERONAUTICAL & AUTOMOTIVE DIV	Pacific Telephone
1957	SUNLAND ELECTRIC CORP AERONAUTICAL & AUTOMOTIVEDLV	Pacific Telephone

### 6711 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	EZSTORAGE	Cole Information Services
	UHAUL	Cole Information Services
	EASY STORAGE	Cole Information Services
	STORAGE EZ	Cole Information Services
2009	E Z STORAGE	Cole Information Services
2001	E 2 STORAGE	Haines & Company, Inc.
1999	EASY STORAGE	Cole Information Services
	U HAUL COMPANY INDEPENDENT DEALERS	Cole Information Services
	U HAUL COMPANY	Cole Information Services

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1999	E Z STORAGE TRUCK RENTAL CENTER	Cole Information Services
1994	E Z STORAGE	Cole Information Services
	U HAUL CO	Cole Information Services
1990	STORAGE E-Z	Pacific Bell
	EASY STORAGE	Pacific Bell
1986	STORAGE E-Z	Pacific Bell
	EASY STORAGE	Pacific Bell
	E-Z STORAGE	Pacific Bell
1985	EZ STORAGE	Pacific Bell
1981	STORAGE E-Z	Pacific Telephone
	EASY STORAGE	Pacific Telephone
	E-Z STORAGE	Pacific Telephone
1967	WINSTON RESEARCH CORP SUBSIDIARY OF FAIRCHILD CAMERA & INSTRUMENT CORP	Pacific Telephone
	FAIRCHILD WINSTON RESEARCH	Pacific Telephone
	Fairchild Winston Research	Pacific Telephone
1964	WINSTON RESEARCH CORP SUBSIDIARY OF FAIRCHRLD CAMERA & INSTRUMENT CORP	Pacific Telephone
	FAIRCHILD WINSTON RESEARCH	Pacific Telephone
	FAIRCHILD CAMERA & INSTRUMENT CORPORATION	Pacific Telephone
1958	General Sound Control Inc	Pacific Telephone
1957	GENERAL SOUND CONTROL INC	Pacific Telephone

### 6728 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	ALPINE RENT A CAR	Haines & Company, Inc.

### 6733 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	MULTI SPECIALTY COLLECTIONS SERVICES	Cole Information Services
	VISITING ANGELES SOUTH LOS ANGELES	Cole Information Services
	ABCO TECHNOLOGY INC	Cole Information Services
	SECURITY SERVICES SYSTEMS	Cole Information Services
	LONGEVITY INC	Cole Information Services
	PROPERTY MANAGEMENT PERSONNEL	Cole Information Services

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	ROBINSON INSURANCE GROUP THE	Cole Information Services
	SIGNALS AUDIO VIDEO INC	Cole Information Services
	BLUE CHIP COMPUTER SYSTEMS	Cole Information Services
	TIME EXPRESSIONS	Cole Information Services
	SECURE CC	Cole Information Services
	METZGER DEVELOPMENT SERVICES LLC	Cole Information Services
2009	EURO PART WATCH	Cole Information Services
	ABCO TECHNOLOGY INC	Cole Information Services
	NELSON & NATALE LLP	Cole Information Services
	TIME EXPRESSIONS LLC	Cole Information Services
	SPIRIT SCIENCES USA INC	Cole Information Services
	TMG SOLUTIONS	Cole Information Services
	A1 SECURITY SCREENS	Cole Information Services
	SECURITY SERVICE SYSTEMS INC	Cole Information Services
	BLUE CHIP COMPUTER SYSTEMS	Cole Information Services
	BARNICK BROCK M DC	Cole Information Services
	PROPERTY MANAGEMENT PERSONNEL	Cole Information Services
2004	CALIFORNIA ASSOCIATION LIEN	Cole Information Services
	EUROPA WATCH CO	Cole Information Services
	DCB INSURANCE MKTNG & FNNCL	Cole Information Services
	NEPTUNE NETWORKS	Cole Information Services
	THE RESTAURANT CONNECTION	Cole Information Services
	MC & T INC	Cole Information Services
	DAVID B VANZAK	Cole Information Services
	DELIVERY FOODLINE	Cole Information Services
	APPS 4 WEB	Cole Information Services
	WITKIN & EISINGER LLC	Cole Information Services
	TIME EXPRESSIONS LLC	Cole Information Services
	FPA MFG & SUPPLY	Cole Information Services
	SECURITY SERVICE SYSTEMS	Cole Information Services
	HARRIS DOANE INC	Cole Information Services
	NELSON & NATALE LAW OFFICES	Cole Information Services
	PRISM ENTERPRISES LLC	Cole Information Services
	MCT GROUP	Cole Information Services
	JAMES FOWLER	Cole Information Services
	LYNDEL WRIGHT	Cole Information Services
	THELMA LUHRSEN	Cole Information Services

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2004	SIGNALS AUDIO VIDEO INC	Cole Information Services
	ABCO TECHNOLOGY INC	Cole Information Services
2001	BUILDING ALLSTATE INS SALES	Haines & Company, Inc.
	BUILDING ALLSTATE INS SALES	Haines & Company, Inc.
2000	EASTWOOD INSURANCE SERVICES	Haines & Company
	KROCH Yona	Haines & Company
	SECURITY SERVICE SYSTEMS	Haines & Company
1999	CREATIVE PROMOTIONAL SERVICES	Cole Information Services
	SECURITY SERVICE SYSTEMS	Cole Information Services
	EASTWOOD INSURANCE	Cole Information Services
	TREVA WILSON & ASSOCIATES	Cole Information Services
	VAN ZAK DAVID PSYD	Cole Information Services
	ALLSTATE INSURANCE COMPANIES	Cole Information Services
	SECURITY SERVICE SYSTEMS	Cole Information Services
	HOLLINS PAULA INS	Cole Information Services
	J T M CONSULTING	Cole Information Services
	NATALE SILVIO ATTORNEY	Cole Information Services
	LAW OFFICES OF NELSON & NATALE	Cole Information Services
	BLUE CHIP COMPUTER SYSTEMS	Cole Information Services
	MARSHANK SALES COMPANY	Cole Information Services
	ANGELUS PHOTOCOPY COMPANY FROM CULVER CITY TELEPHONES	Cole Information Services
	ANGELUS PHOTOCOPY COMPANY FROM LOS ANGELES TELEPHONES	Cole Information Services
	DELIVERY FOODLINE THE	Cole Information Services
	EUROPA WATCH COMPANY	Cole Information Services
	LOGISTIQUES	Cole Information Services
	NEW WEST COMPUTERS	Cole Information Services
	AMERICAN ALLEGIANCE ESTATE PLANNING	Cole Information Services
	ROBMAR CORPORATION	Cole Information Services
	NELSON DANIEL L ATTORNEY	Cole Information Services
	LOGO GRAPHICS	Cole Information Services
	KNIGHT COMPANY W BERT	Cole Information Services
	SEEKERS	Cole Information Services
	MINNESOTA WESTERN	Cole Information Services
	APPS 4 WEB	Cole Information Services
	FPA MANUFACTURING AND SUPPLY	Cole Information Services
	ANGELUS PHOTOCOPY COMPANY	Cole Information Services

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1999	SIGNALS AUDIO VIDEO INCORPORATED	Cole Information Services
	ROBAR ASSOCIATES	Cole Information Services
	CITY COMMERCIAL INDUSTRIAL TIMBERLAND INCORPORATED	Cole Information Services
	CUTCO CUTLERY	Cole Information Services
	MULTICULTURAL SERVICE CENTER	Cole Information Services
	ALLSTATE INSURANCE COMPANIES SALES OFFICES	Cole Information Services
	JAMES COMMUNICATIONS	Cole Information Services
1995	CONDOMINIUM TRUSTEE SERVICE	Pacific Bell
1994	NOBLE MORTGAGE CORP	Cole Information Services
	KNIGHT, CO W	Cole Information Services
	MINNESOTA WESTERN	Cole Information Services
	WINDMAN BROTHERS	Cole Information Services
	MARSHANK SALES CO	Cole Information Services
	RICE TAX SVC	Cole Information Services
	BLUE CHIP CMPTR SYS	Cole Information Services
	JOHN L THOMPSON INC	Cole Information Services
	COSMO TRAVEL SVC	Cole Information Services
	PRIME FINANCIAL	Cole Information Services
	KNIGHT CO	Cole Information Services
	SECURITY SERV SYSTM	Cole Information Services
	LOGISTIQUES	Cole Information Services
	MC COY & ASSOC	Cole Information Services
	M C & T	Cole Information Services
	MC GRATH CONSTRUCTION CO	Cole Information Services
	BLUE CHIP COMPUTER SYSTEMS	Cole Information Services
	PRIME FINANCIAL SVC	Cole Information Services
	DELIVERY FOODLINE	Cole Information Services
	HAIR DISTRIBUTORS INC	Cole Information Services
	FIDELITY MORTGAGE TRUSTEE SVC	Cole Information Services
	MAJOR APPRAISALS	Cole Information Services
	ACTION HOME LOAN CORP	Cole Information Services
	GERBER SCIENTIFIC	Cole Information Services
	DOORS INFORMATION SYSTEMS	Cole Information Services
	HERMAN LAWRENCE	Cole Information Services
1990	THOMPSON JOHN L INC	Pacific Bell
1981	WESTERN AIRLINES CITY TICKET OFFICES	Pacific Telephone



## FINDINGS

### 6800 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	ACUPRESSURE	Haines & Company, Inc.

### 6900 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	XXXX	Haines & Company, Inc.

### 6906 S SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	XXXX	Haines & Company, Inc.

### SEPULVEDA BLVD

#### 6107 SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1970	KENTUCKY FRIED CHICKEN OF SO CALIF	Pacific Telephone
	QUICK CHEF CATERING CO	Pacific Telephone
	Rocket Stn	Pacific Telephone Co
	Collins Foods International Inc	Pacific Telephone Co
1967	AIRPORT VILLAGE	Pacific Telephone
	AIRPORT VILLAGE	Pacific Telephone
	Hamburger Handout Genl Ofc	Pacific Telephone
	AIRPORT VILLAGE	Pacific Telephone
	Hamburger Handout Restaurant	Pacific Telephone
	Goody's	Pacific Telephone
	Hamburger Handout	Pacific Telephone
	Genl Ofc	Pacific Telephone
	Hamburger Handout	Pacific Telephone
	Restaurant	Pacific Telephone
	Harlan Chas	Pacific Telephone
	KENTUCKY FRIED CHICKEN OF SO California	Pacific Telephone
	General Offices	Pacific Telephone
	QUALITY POULTRY DIV KENTUCKY FRIED CHICKEN	Pacific Telephone
	Goody's Village Kitchen	Pacific Telephone
1965	HODGES JESSIE ORO 7890	The Pacific Telephone and Telegraph Co
	KELLY EDWIN L	The Pacific Telephone and Telegraph Co
	T SHERMAN G C	The Pacific Telephone and Telegraph Co

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1965	KNUDSON MARY ORO 8754	The Pacific Telephone and Telegraph Co
	HORTON B D	The Pacific Telephone and Telegraph Co
	WHITEHALL G A SR	The Pacific Telephone and Telegraph Co
	RODENBERGER HELEN	The Pacific Telephone and Telegraph Co
	BAILEY P E	The Pacific Telephone and Telegraph Co
	EASLEY GUY L	The Pacific Telephone and Telegraph Co
	MC GEE A T	The Pacific Telephone and Telegraph Co
	JOLL NORMAN	The Pacific Telephone and Telegraph Co
	DUNHAM H T	The Pacific Telephone and Telegraph Co
	SLATTER B	The Pacific Telephone and Telegraph Co
	STEPHENSON ANNA R ORO 8170	The Pacific Telephone and Telegraph Co
	BENANDER V	The Pacific Telephone and Telegraph Co
	HEMENWAY C ORO 0344	The Pacific Telephone and Telegraph Co
	ROUNDS T L M	The Pacific Telephone and Telegraph Co
	HADFIELD ALICE	The Pacific Telephone and Telegraph Co
	APGAR T ORO 2759	The Pacific Telephone and Telegraph Co
	BROWN A REV	The Pacific Telephone and Telegraph Co
	DOXSEE CHAS C	The Pacific Telephone and Telegraph Co
	LAFFERTY G L HM	The Pacific Telephone and Telegraph Co
	PETERSON J M	The Pacific Telephone and Telegraph Co
	MARTIN LEONARD L	The Pacific Telephone and Telegraph Co
	MERCIER B	The Pacific Telephone and Telegraph Co
	AIRPORT VLG HAMBURGER	The Pacific Telephone and Telegraph Co
	AIRPORT VLG HAMBURGER	The Pacific Telephone and Telegraph Co
	AIRPORT VILLAGE ORO 7772	The Pacific Telephone and Telegraph Co
	BOOKSHELF THE	The Pacific Telephone and Telegraph Co
	TRAILER PARK	The Pacific Telephone and Telegraph Co
	HARDING E	The Pacific Telephone and Telegraph Co
	OGOEN R S ORO 4116	The Pacific Telephone and Telegraph Co
	KEEPER M E	The Pacific Telephone and Telegraph Co
	MURRAY COURTNEY	The Pacific Telephone and Telegraph Co
	VAN OERS M	The Pacific Telephone and Telegraph Co
	HINMAN AGNES	The Pacific Telephone and Telegraph Co
	CAPOZZI MARY P ORO 8286	The Pacific Telephone and Telegraph Co
	CARON HOMER C ORO 2899	The Pacific Telephone and Telegraph Co
	KIGHT I N ORO 6064	The Pacific Telephone and Telegraph Co
	ROSE DOROTHY ORO 7582	The Pacific Telephone and Telegraph Co
	SIZEMORE V	The Pacific Telephone and Telegraph Co

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1965	THORPE R C ORO 7690	The Pacific Telephone and Telegraph Co
	CAMPBELL L D ORO 7838	The Pacific Telephone and Telegraph Co
	BIEL C K	The Pacific Telephone and Telegraph Co
	GALLIVAN RICHARD H ORO 8968	The Pacific Telephone and Telegraph Co
	CALL B A ORO 8833	The Pacific Telephone and Telegraph Co
	SEPULVEDA BLVD CULVER CITCONT	The Pacific Telephone and Telegraph Co
	TRAILER PARK CONT	The Pacific Telephone and Telegraph Co
	OTERO RICHARD F	The Pacific Telephone and Telegraph Co
	JONES WILBUR M	The Pacific Telephone and Telegraph Co
	DAVIS PAT ORO 8344	The Pacific Telephone and Telegraph Co
	MILLER WALTER G	The Pacific Telephone and Telegraph Co
	FRERIKS H G	The Pacific Telephone and Telegraph Co
	e SWINEHART H	The Pacific Telephone and Telegraph Co
	CHAYET R	The Pacific Telephone and Telegraph Co
	AIRPORT VILLAGE	Pacific Telephone
	AIRPORT VILLAGE	Pacific Telephone
	HAMBURGER HANDOUT	Pacific Telephone
	HAMBURGER HANDOUT	Pacific Telephone
	KENTUCKY FRIED CHICKEN	Pacific Telephone
	MEI LING CHINESE RESTAURANT	Pacific Telephone
	SIZZLER STEAK HOUSE	Pacific Telephone
	AIRPORT VILLAGE	Pacific Telephone
	AIRPORT VILLAGE	Pacific Telephone
	CHICOS RESTAURANT ORO 9409	The Pacific Telephone and Telegraph Co
	CUPS SEAFOOD BAR ORO 7444	The Pacific Telephone and Telegraph Co
	GENES BRIC A BRAC	The Pacific Telephone and Telegraph Co
	GOOOYS ORO 7988	The Pacific Telephone and Telegraph Co
	LEONARDS DEPT STORES	The Pacific Telephone and Telegraph Co
	LEONARDS DEPT STORES	The Pacific Telephone and Telegraph Co
	LOS ANGELES SANOWCH SP	The Pacific Telephone and Telegraph Co
	MEI LING RESTAURANT ORO 7833	The Pacific Telephone and Telegraph Co
	PATS BREAKFAST BRLR	The Pacific Telephone and Telegraph Co
	SIZZLER STEAK HOUSE ORO 9392	The Pacific Telephone and Telegraph Co
	TRAILER PARK	The Pacific Telephone and Telegraph Co
	TREASURE CHEST COINS	The Pacific Telephone and Telegraph Co
	ZAINOS PIZZA ORO 9453	The Pacific Telephone and Telegraph Co
1964	HAMBURGER HANDOUT	Pacific Telephone
	LAFFERTY GRADY L	Pacific Telephone

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1962	AIRPORT VILLAGE	Pacific Telephone
	AIRPORT VILLAGE	Pacific Telephone
	AIRPORT VILLAGE	Pacific Telephone
	JOE S DONUT SHOP	Pacific Telephone
	SIZZLER STEALC HOUSE	Pacific Telephone
1960	JACOBS WILLIAM R	Pacific Telephone and Telegraph Company
	JOLL NORMAN	Pacific Telephone and Telegraph Company
	CARR NETTIF H	Pacific Telephone and Telegraph Company
	KEEGAN MIKE	Pacific Telephone and Telegraph Company
	APGAR THELMor	Pacific Telephone and Telegraph Company
	HADFIELD ALICE	Pacific Telephone and Telegraph Company
	HAMLIN ROBT or	Pacific Telephone and Telegraph Company
	COURTER WM L	Pacific Telephone and Telegraph Company
	LAUER ROBERT	Pacific Telephone and Telegraph Company
	TRAILER PARK	Pacific Telephone and Telegraph Company
	AIRPORT VILLAGE	Pacific Telephone and Telegraph Company
	AIRPORT VILLAGE	Pacific Telephone and Telegraph Company
	AIRPORT VLG BARBR SHP	Pacific Telephone and Telegraph Company
	A P SIGN SERV	Pacific Telephone and Telegraph Company
	BEN NORMS LIQUOR STR	Pacific Telephone and Telegraph Company
	BILLS BARGAIN TOWN	Pacific Telephone and Telegraph Company
	CHUCKS DESSRTS FOUNTN	Pacific Telephone and Telegraph Company
	CUPS SEAFOOD BAR	Pacific Telephone and Telegraph Company
	LEONARDS APPLS FURN	Pacific Telephone and Telegraph Company
	LEONARDS APPLC FURN	Pacific Telephone and Telegraph Company
	MEATSMITH RESTAURANT	Pacific Telephone and Telegraph Company
	MEI LING KITCHEN	Pacific Telephone and Telegraph Company
	SIZZLER STEAK HOUSE	Pacific Telephone and Telegraph Company
	VILLAGE KITCHEN	Pacific Telephone and Telegraph Company
	VILLAGE CAKE SHOP	Pacific Telephone and Telegraph Company
	AIRPORT TRAILER PRK	Pacific Telephone and Telegraph Company
	AIRPORT VILLAGE	Pacific Telephone and Telegraph Company
	AIRPORT VILLAGE	Pacific Telephone and Telegraph Company
	AIRPORT VILLAGE	Pacific Telephone and Telegraph Company
	AIRPORT VILLAGE	Pacific Telephone and Telegraph Company
	AIRPORT VILLAGE SERV	Pacific Telephone and Telegraph Company
	STEPHENSON ANNA R	Pacific Telephone and Telegraph Company
	CALL DORIS	Pacific Telephone and Telegraph Company

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1960	CAPOZZI MARY P	Pacific Telephone and Telegraph Company
	SUNDIN ELIZABETH	Pacific Telephone and Telegraph Company
	SCHNEIDER DOROTHY P	Pacific Telephone and Telegraph Company
	ROSE DOROTHY	Pacific Telephone and Telegraph Company
	SUNDIN ALLAN	Pacific Telephone and Telegraph Company
	PIERCE J C DR	Pacific Telephone and Telegraph Company
	THORPE R C	Pacific Telephone and Telegraph Company
	BOLEY DAVE	Pacific Telephone and Telegraph Company
	THOMAS JAS B	Pacific Telephone and Telegraph Company
	LITTLETON MARY	Pacific Telephone and Telegraph Company
	GALLIVAN RICHARD H	Pacific Telephone and Telegraph Company
	HARRISON MERLE W	Pacific Telephone and Telegraph Company
	FOSTER LE ROY W	Pacific Telephone and Telegraph Company
	THURBER FRANKLIN R	Pacific Telephone and Telegraph Company
	TAYLOR JAY DAVID	Pacific Telephone and Telegraph Company
	JONES WILBUR M	Pacific Telephone and Telegraph Company
	KNUDSON MARY	Pacific Telephone and Telegraph Company
	BRAEUTIGAN JEAN	Pacific Telephone and Telegraph Company
	ALMARR ISABELL	Pacific Telephone and Telegraph Company
	SPRENKLE WILBUR J	Pacific Telephone and Telegraph Company
1958	EASLEY GUY L	Pacific Telephone and Telegraph Company
	HENRIKSEN MYRON H	Pacific Telephone and Telegraph Company
	STEGGALL MERLE	Pacific Telephone and Telegraph Company
	BRENNAN DOROTHY J	Pacific Telephone
	AIRPORT VILLAGE Admininstrative Office	Pacific Telephone
	Appliances	Pacific Telephone
	Appliances	Pacific Telephone
	Groceries	Pacific Telephone
	Appliances	Pacific Telephone
	Hamburger Handout	Pacific Telephone
	Meats	Pacific Telephone
	Appliances	Pacific Telephone
	Appliances	Pacific Telephone
	Service Station	Pacific Telephone
	Trailer Park	Pacific Telephone
	Appliances	Pacific Telephone
	Appliances	Pacific Telephone
	Village Kitchen	Pacific Telephone

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1958	Hamburger Handout	Pacific Telephone
	Leonard Robt Sr	Pacific Telephone
	LEONARDS INTERNATIONAL APPLIANCES & FURN Stores	Pacific Telephone
	Airport Village	Pacific Telephone
	AIRPORT TRAILER SALES	Pacific Telephone
	AIRPORT VILLAGE	Pacific Telephone
	AIRPORT VILLAGE	Pacific Telephone
	AIRPORT VILLAGE	Pacific Telephone
	AIRPORT VILLAGE	Pacific Telephone
	AIRPORT VILLAGE	Pacific Telephone
	AIRPORT VILLAGE	Pacific Telephone
	AIRPORT VILLAGE	Pacific Telephone
	CHICO S RESTAURANT & DELICATESSENS	Pacific Telephone
	HAMBURGER HANDOUT	Pacific Telephone
	LEONARD ROBT SR	Pacific Telephone
	ELV LING-CHAN S KITCHEN ORCHRD44II	Pacific Telephone
1957	AIRPORT VILLAGE	Pacific Telephone
	EVANS E	Pacific Telephone
	FOSTER LEROY W	Pacific Telephone
	GANN CECIL W	Pacific Telephone
1954	AIRPORT VILLAGE	R. L. Polk & Co.
	CONNER DONALD A	R. L. Polk & Co.
	GUILD FRANK L	R. L. Polk & Co.
	AIRPORT VILLAGE	R. L. Polk & Co.
	LEONARD LINER	R. L. Polk & Co.
1950	THORPE R C CONTR	R. L. Polk & Co.
	AIRPORT VILLAGE	Pacific Telephone
	AIRPORT VILLAGE	Pacific Telephone
	AIRPORT VILLAGE SEV STANTON	Pacific Telephone
	AIRPORT VILLAGE TRAILER PRKI	Pacific Telephone
	COLE JAS AR	Pacific Telephone

### 6150 SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1960	TRAILER PARK	Pacific Telephone and Telegraph Company
	THOMAS WM H	Pacific Telephone and Telegraph Company

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1960	FRANKLIN HENRY or	Pacific Telephone and Telegraph Company
1958	Bendall Malcolm W	Pacific Telephone
	Fox Hills Trailer Prk	Pacific Telephone
	Fox Hills Trailer Sales	Pacific Telephone
	Malcolm Robt	Pacific Telephone
	FOX HILLS TRAILER PARK OFC	Pacific Telephone
	FOX HILLS TRAILER SALES	Pacific Telephone
1957	REED HOWARD H	Pacific Telephone
	FOX HILLS TRAILER SALES	Pacific Telephone
	HUFFINE ARTHUR M	Pacific Telephone
	CUNNINGHAM DOROTHY	Pacific Telephone
	DEMAREST CHAS W	Pacific Telephone
	FINK PAUL L	Pacific Telephone
	FLUCKE B H	Pacific Telephone
	FOX HILLS TRAILER PARK	Pacific Telephone
	FOX HILLS TRAILER PARK	Pacific Telephone
	MONTAG JOHN	Pacific Telephone
1954	FOX HILLS TRAILER PRK	R. L. Polk & Co.
	FOX HILLS TRAILER SALES	R. L. Polk & Co.
	MVCFARLAND RAY E	R. L. Polk & Co.
	BETTIS FRANK	R. L. Polk & Co.
	CUZE ALBERT	R. L. Polk & Co.
	MILLER ELIZABETH	R. L. Polk & Co.
	THURMAN ANNIE RIVERS	R. L. Polk & Co.
1950	BASSETT EDW B R	Pacific Telephone
	BOLTON W C R	Pacific Telephone
	BROWN LORETTA A R	Pacific Telephone
	CARRIKER E HR	Pacific Telephone
	DICKERMAN M RR	Pacific Telephone
	HAMMER GUY V R	Pacific Telephone
	HUGHES ARCHIE W R	Pacific Telephone
	JOHN EDGAR L R	Pacific Telephone
	KASIIKIN MIKE R	Pacific Telephone
	NIMRIO ROY AR	Pacific Telephone
	OEHRLL JOHN W R	Pacific Telephone
	PURDY KENNETH CR	Pacific Telephone
	RAMSTEAD ALLAN F	Pacific Telephone
	REDFERN CLARENCE A R	Pacific Telephone

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1950	ROBINSON SIMONR	Pacific Telephone
	SHAMELS BERT A R	Pacific Telephone
	TAYLOR WMN W R	Pacific Telephone
	THOMAS RICHARD E R	Pacific Telephone
	VAN EVERY WALDO B R	Pacific Telephone

### 6160 SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1960	SAV ON CARS	Pacific Telephone and Telegraph Company
	SAV ON CARS	Pacific Telephone and Telegraph Company
1958	Sav On Cars	Pacific Telephone

### 6511 SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1980	Budget Rent A Car	Pacific Telephone

### 6515 SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1980	Rumours Of Calif	Pacific Telephone
1975	Shady Lady The	Pacific Telephone
1970	Shady Lady The	Pacific Telephone

### 6517 SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1980	Make Up Center Ltd Of Beverly Hills	Pacific Telephone
1975	TKS Corp	Pacific Telephone
1970	Marketing 70 Inc	Pacific Telephone

### 6519 SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1980	Fancifuls Inc	Pacific Telephone
	Pameco Aire	Pacific Telephone
1975	Fancifuls Inc	Pacific Telephone
	V 2 Pameco Aire	Pacific Telephone
1970	Gremmel Tool & Die Co	Pacific Telephone
	Pameco Aire	Pacific Telephone

### 6521 SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1980	Dinahs Family Restaurant	Pacific Telephone



## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1975	Dinahs Family Restaurant	Pacific Telephone
1970	Dinahs Original Pancake & Chicken House	Pacific Telephone

### 6530 SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1980	Belotto Auto Service	Pacific Telephone
1975	Bobs Chevron Service	Pacific Telephone

### 6531 SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1980	Hungry Tiger Restaurant	Pacific Telephone
	Hungry Tiger Seafood Plant	Pacific Telephone
1975	Hungry Tiger Restaurants	Pacific Telephone
1970	Hungry Tiger Restaurants	Pacific Telephone

### 6540 SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1980	Foxy RV & Car Wash	Pacific Telephone

### 6701 SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1980	Computer Sciences Corporation	Pacific Telephone
	Cars Inc	Pacific Telephone
1975	Financial Research Consultants	Pacific Telephone
	Comp Audit Inc	Pacific Telephone
	Financial Research Consultants	Pacific Telephone
	Investment Control Systems	Pacific Telephone
	Computer Dimensions Inc	Pacific Telephone
	Beverage Systems Inc c	Pacific Telephone
1970	Financial Research Consultants	Pacific Telephone
	Computer Dimensions Inc	Pacific Telephone

### 6711 SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1980	E Z Storage	Pacific Telephone
1975	Fantastic Sound Inc	Pacific Telephone
1970	Computer Communications Inc	Pacific Telephone

## FINDINGS

### 6733 SEPULVEDA BLVD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1995	Action Home Loan Corp	Pacific Bell
	Action Home Loan Corp	Pacific Bell
	Fidelity Trustee Service	Pacific Bell
	ACTION HOME LOAN CORP	Pacific Bell
	FIDELITY TRUSTEE SERVICE	Pacific Bell
1991	Action Home Loan Corp	Pacific Bell
	Condominium Trustee Service	Pacific Bell
	Fidelity Trustee Service	Pacific Bell
	Fidell M&T	Pacific Bell
	Fidell Sanford	Pacific Bell
	Fidelman B	Pacific Bell
	Fidelman Geoffrey	Pacific Bell
	Fidelman Geoffrey	Pacific Bell
	Fidehnan Martin & Deborah	Pacific Bell
	Fidelman Marty	Pacific Bell
1990	Fidelman S	Pacific Bell
	AGENCY RENT A-CAR GLENDALE	Pacific Bell
	CRYSTAL SHOWPLACE THE	Pacific Bell
1986	MARSHANK SALES CO	Pacific Bell
	BRITISH CALEDONIAN AIRWAYS	Pacific Bell
	GOODY PRODUCTS INC	Pacific Bell
1985	WESTERN AIRLINES	Pacific Bell
	AMERICAN CANCER SOCIETY LOS ANGELES COASTAL CITIES UNIT	Pacific Bell
	FEIN PM ASSOCIATES	Pacific Bell
	FEIN P M ASSOCIATES	Pacific Bell
	WESTERN AIRLINES CITY TICKET OFFICES	Pacific Bell
1981	AMERICAN CANCER SOCIETY	Pacific Telephone
	DIENER INC MFRS AGTS	Pacific Telephone
	IMEX INC	Pacific Telephone
1980	American Cancer Society Los Angeles Coastal Cities Unit	Pacific Telephone
	Fein P M & Associates	Pacific Telephone
	Regional Sales Office	Pacific Telephone
	Dorado Enterprises	Pacific Telephone
	Imax Inc	Pacific Telephone
	Users Incorporated	Pacific Telephone

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1980	Marina Software Systems	Pacific Telephone
	American Cancer Society	Pacific Telephone
	American Cancer Society Los Angeles Coastal	Pacific Telephone
	Goodman H & Sons Inc	Pacific Telephone
	Building	Pacific Telephone
	8 Fein P M & Associates	Pacific Telephone
	SEPULVEDA BL	Pacific Telephone
	WESTERN AIRLINES REGIONAL SALES OFFICE	Pacific Telephone
	FEIN P M & ASSOCIATES	Pacific Telephone
	Contd E Imex Inc	Pacific Telephone
	G Diener Inc	Pacific Telephone
	K Knight Co The	Pacific Telephone
	D 1 Bartush Edward Insurance Agency	Pacific Telephone
	Di Armato Jos F Ins Agcy	Pacific Telephone
1976	Administrative Office U S A	Pacific Telephone
	Airport Office	Pacific Telephone
	Cargo Sales	Pacific Telephone
	American Cancer Society Los Angeles Coastal Cities Unit	Pacific Telephone
	Diener Inc mfrs agts	Pacific Telephone
	Goodman H & Sons Inc hair accesrs	Pacific Telephone
	Mickey Motors auto brkrs	Pacific Telephone
	Peters Marketing Research Inc	Pacific Telephone
	WESTERN AIRLINES	Pacific Telephone
	Regional Sales Office	Pacific Telephone
1975	Western Real Estate School	Pacific Telephone
	Tele Mation Inc	Pacific Telephone
	Telephone Answering Bureau	Pacific Telephone
	Grandon Publications & Advertising	Pacific Telephone
	Brennan & Associates	Pacific Telephone
	Tele Mation Inc	Pacific Telephone
	Western Real Estate School	Pacific Telephone
	Mickey Motors	Pacific Telephone
	Audio Marketing Services Corp	Pacific Telephone
	Air Siam	Pacific Telephone
	Users Incorporated	Pacific Telephone
	Peters Marketing Research Inc	Pacific Telephone
	Mickey Motors	Pacific Telephone

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1975	Peters Marketing Research Inc	Pacific Telephone
1967	Administrative Ofc	Pacific Telephone
	Conley Realty Properties	Pacific Telephone
1965	CONLEY PROPERTIES ORO 3906	The Pacific Telephone and Telegraph Co
	CONLEY PROPERTIES SP	The Pacific Telephone and Telegraph Co
1962	Administrative Ofc	Pacific Telephone
	Conley Realty Properties	Pacific Telephone
1960	CONLEY REALTY PROPRTS	Pacific Telephone and Telegraph Company
	CONLEY RLTY PROPRTIES	Pacific Telephone and Telegraph Company
1958	Conley Realty Properties Main Office	Pacific Telephone
1954	MORTARLESS MASONRY CORP	R. L. Polk & Co.

### **SEPULVEDA BLVD S**

#### **6531 SEPULVEDA BLVD S**

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1975	Hungry Tiger Restaurants	Pacific Telephone

### **W CENTINELA AVE**

#### **6100 W CENTINELA AVE**

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	MARK FRIEDMAN	Cole Information Services

#### **6101 W CENTINELA AVE**

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	GERINET PHYSICIAN SERVICES INC	Cole Information Services
	CRP PACIFICA PLAZA LP	Cole Information Services
	KDA GROUP INC	Cole Information Services
	PRODUCTION TRANSPORT INC	Cole Information Services
	CYPRESS RETAIL GROUP	Cole Information Services
	ITT TECHNICAL INSTITUTE	Cole Information Services
	SWIFT AERO PARTNERS LLC	Cole Information Services
	STAR INC	Cole Information Services
	SIZZLER	Cole Information Services
	INDUSTRIAL TENANT INC	Cole Information Services
	CHANNEL ESCROW INC	Cole Information Services
	NUNN CONSULTING INC	Cole Information Services
	VAN LEESTEN ANDREA G ATTY	Cole Information Services
	SEDGWICK INC	Cole Information Services

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	CENTER FOR PARTIALLY SIGHTED THE	Cole Information Services
2009	ENVIROTECHNO ARCHITECTURE	Cole Information Services
	CYPRESS RETAIL GROUP	Cole Information Services
	INTEGRITY MORTGAGE FINANCE	Cole Information Services
	BRUCK & CAINE ADVISORY	Cole Information Services
	LINDORA COMPREHENSIVE WGH T CNTRL	Cole Information Services
	EMPIRE PROPERTY CONSULTANTS	Cole Information Services
	LINDORA MEDICAL CLINIC INC	Cole Information Services
	ROBERT LEHRER INSURANCE & FINA	Cole Information Services
	CALIFORNIA SMALL BUSINESS ASSOCIATIO	Cole Information Services
	TAGAWA & HO LLP	Cole Information Services
	DATAMAX TECHNOLOGIES	Cole Information Services
	SEDGWICK C M S	Cole Information Services
	INDUSTRIAL TENANT INC	Cole Information Services
	SYNCRQUEST CORP	Cole Information Services
	DISC LOCK INTERNATIONAL	Cole Information Services
	HUB INTERNATIONAL OF CA INSURANCE IN	Cole Information Services
	VAN LEESTEN ANDREA G	Cole Information Services
	T MOBILE	Cole Information Services
	ECCENTEX INC	Cole Information Services
	HAMILTON PRODUCE	Cole Information Services
	OCTAGON RISK SERVICES INC	Cole Information Services
	SGH CONSULTING SERVICES	Cole Information Services
	TRANE CO THE COMMERCIAL SYSTEMS GRO	Cole Information Services
	PACIFIC HOLDING CO	Cole Information Services
	CREATIVE CONCEPTS	Cole Information Services
	PRODUCTION TRANSPORT	Cole Information Services
	FRESH BITES INC	Cole Information Services
	EXIGEN USA	Cole Information Services
	SIZZLER USA RESTAURANTS INC	Cole Information Services
	AIR ONE CHARTER	Cole Information Services
	TRANSPACIFIC MANAGEMENT SERVICE	Cole Information Services
	ELITE TRAVEL SERVICE	Cole Information Services
2006	BUILDING	Haines Co., Inc.
	CREATIVE	Haines Co., Inc.

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	CONCEPTS	Haines Co., Inc.
	CYPRESS RETAIL	Haines Co., Inc.
	EMPIREPRPTY	Haines Co., Inc.
	CONSULTANTS INC	Haines Co., Inc.
	ENVIROTECHNO	Haines Co., Inc.
	ARCHITECTURE	Haines Co., Inc.
	EXCLUSIVE HMS&	Haines Co., Inc.
	ESTTS RLTY INC	Haines Co., Inc.
	EXCLUSIVE HOMES	Haines Co., Inc.
	& ESTATES	Haines Co., Inc.
	EXIGEN INC	Haines Co., Inc.
	EXIGEN USA	Haines Co., Inc.
	FINANCL NETWORK	Haines Co., Inc.
	INVSTMT CORP	Haines Co., Inc.
	HUB INTERNATL OF	Haines Co., Inc.
	IFC ADVISORY	Haines Co., Inc.
	INDSTRL TENANT	Haines Co., Inc.
	INTEGRITY	Haines Co., Inc.
	MORTGAGE	Haines Co., Inc.
	FINANCE INC	Haines Co., Inc.
	INTEGRITY	Haines Co., Inc.
	MORTGAGE	Haines Co., Inc.
	FINANCIAL	Haines Co., Inc.
	LINDORAMDCL	Haines Co., Inc.
	CLINIC	Haines Co., Inc.
	NTL CLTN ETHNC	Haines Co., Inc.
	MNRTYNRSASSN	Haines Co., Inc.
	PACIFICA HOLDING	Haines Co., Inc.
	COMPANY	Haines Co., Inc.
	PACIFICAPLZ	Haines Co., Inc.
	INVEST	Haines Co., Inc.
	PRODUCTION	Haines Co., Inc.
	TRANSPORTINC	Haines Co., Inc.
	REAL ESTATE	Haines Co., Inc.
	GROUP THE	Haines Co., Inc.
	ROLED REAL EST	Haines Co., Inc.
	SECURE	Haines Co., Inc.
	TRANSITIONS	Haines Co., Inc.

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2006	S 6 GH CONSULTANTS	Haines Co., Inc.
	SOUTHCOAST	Haines Co., Inc.
	MORTGAGE	Haines Co., Inc.
	SOUTHCOAST	Haines Co., Inc.
	MORTGAGE	Haines Co., Inc.
	COMPANY	Haines Co., Inc.
	SOUTHCOAST	Haines Co., Inc.
	MORTGAGE	Haines Co., Inc.
	COMPANY	Haines Co., Inc.
	SOUTHCOAST MRTG	Haines Co., Inc.
	COMPANY WEST	Haines Co., Inc.
	T MOBILE	Haines Co., Inc.
	TOTALONE	Haines Co., Inc.
	DEVELOPMENT	Haines Co., Inc.
	CENTER	Haines Co., Inc.
	TRANSPACMGMT	Haines Co., Inc.
	SERVICE	Haines Co., Inc.
	WESTRN SOUTHERN	Haines Co., Inc.
	LIFE INS CO	Haines Co., Inc.
2004	SECURE TRANSITIONS	Cole Information Services
	TOTAL ONE DEVELOPMENT CTR	Cole Information Services
	COUNTYWIDE CELLULAR GROUP	Cole Information Services
	PACIFICA HOLDING CO	Cole Information Services
	ALEX STEIN	Cole Information Services
	VILLA VERANO	Cole Information Services
	CYPRESS RETAIL GROUP	Cole Information Services
	ROLED REAL ESTATE CORP	Cole Information Services
	KPRS CONSTRUCTION SERVICES INC	Cole Information Services
	CREATIVE CONCEPTS	Cole Information Services
	BRUCK & CAINE ADVISORY INC	Cole Information Services
	INTERNEER	Cole Information Services
	PACIFICA PLAZA INVESTMENTS	Cole Information Services
	LINDORA MEDICAL CLINIC	Cole Information Services
	TRI WES REALTY	Cole Information Services
2001	XXXX	Haines & Company, Inc.
1999	ADP AUTOMATIC DATA PROCESSI	Cole Information Services
	DIGITAL EQUIPMENT CORPORATION	Cole Information Services
	CREATIVE CONCEPTS	Cole Information Services

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1999	CYPRESS RETAIL GROUP	Cole Information Services
	NUNN PHILLIP K ASSOCIATES	Cole Information Services
	TELSOURCE	Cole Information Services
	SKB BROKERAGE	Cole Information Services
	CARGILL CONSULTING GROUP INCORPORATED	Cole Information Services
	ELITE TRAVEL SERVICE	Cole Information Services
	DGTL EQUIP CORPORATION DISTRICT SALES & SERVICE	Cole Information Services
	TIGER FEDERAL CREDIT UNION	Cole Information Services
	TOTAL ONE DEVELOPMENT CENTER	Cole Information Services
	PACIFICA PLAZA INVESTMENTS	Cole Information Services
	UNITY TRAVEL CENTRE	Cole Information Services
	DATAMAX TECHNOLOGIES	Cole Information Services
	LEHRER ROBERT INSURANCE & FINANCIAL SERVICES	Cole Information Services
	LINDORA MEDICAL CLINIC	Cole Information Services
	BOOKEEPING BY GAYLENE	Cole Information Services
	BRUCK & CAINE ADVISORY INCORPORATED	Cole Information Services
	PACIFICA HOLDING COMPANY	Cole Information Services
	CAINE GARTNER	Cole Information Services
	REGARD SYSTEMS INTEGRATORS	Cole Information Services
	SALES DEVELOPMENT CORPORATION	Cole Information Services
	SIZZLER RESTAURANT INCORPORATED	Cole Information Services
	RSI	Cole Information Services
	WALBAG BROKERAGE	Cole Information Services
	WESTERN PACIFIC HOUSING	Cole Information Services
	SECURE TRANSITIONS	Cole Information Services
	ROLED REAL ESTATE CORPORATION	Cole Information Services
	NETWORK CALIFORNIA	Cole Information Services
	XQUISITE TRAVEL	Cole Information Services
	BRUCK & CAINE ADVISORY	Cole Information Services
	SIZZLER RESTAURANT INCORPORATED	Cole Information Services
1995	Digital Equipment Corporation	Pacific Bell
1994	MCKOY, CLEM	Cole Information Services
	TUCKER, SAM	Cole Information Services
	CPC	Cole Information Services
	PACIFICA HOLDING CO	Cole Information Services



## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1994	REGIONS	Cole Information Services
	DIGITAL EQUIPMENT CORP	Cole Information Services
	PRN MEDICAL CONSULTANTS	Cole Information Services
	MC KOY COMMUNICATIONS INTL	Cole Information Services
	WILLIAM I YOUNG MD	Cole Information Services
	WES & ASSOC	Cole Information Services
	CEDAR SINAI IMAGING MEDICAL	Cole Information Services
	WOLFGANG PUCK FOOD CO	Cole Information Services
	COMP MED	Cole Information Services
	GROUP TRAVEL ASSOC	Cole Information Services
	OXFORD IPA	Cole Information Services
	RED LION HOTELS&INN	Cole Information Services
	DATAMAX TECHNOLOGY	Cole Information Services
	I D K GROUP	Cole Information Services
	LINDORA MDCL CLINIC	Cole Information Services
	GLAXY INTERNATL	Cole Information Services
	WENTWERTH	Cole Information Services
	ROLED REAL EST CORP	Cole Information Services
	DIGITAL BUSINESS CT	Cole Information Services
1991	District Office	Pacific Bell
	Leonard & Ohren	Pacific Bell
	SALES&SERVICE	Pacific Bell
	LEONARD & OHREN	Pacific Bell
1990	DIGITAL EQUIPMENT CORPORATION CC	Pacific Bell
	LEONARD & OHREN CC	Pacific Bell
	WINTHROP SECURITIES CO INC CC	Pacific Bell
1986	DIGITAL EQUIPMENT CORPORATION CC	Pacific Bell
	LEONARD & OHREN CC	Pacific Bell
	MCI INTERNATIONAL INC CC	Pacific Bell
	PACIFICA HOLDING COMPANY CC	Pacific Bell
	SPECTRUM INTERNATIONAL INCORPORATED CC	Pacific Bell
	TOELLNER J & ASSOCIATES CC	Pacific Bell
1985	CPI PENSION SERVICES INC	Pacific Bell
	MCI TELECOMMUNICATIONS- CUSTOMER SERVICE	Pacific Bell
	PENSION SERVICES INC	Pacific Bell

## FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1985	SPECTRUM INTERNATIONAL INCORPORATED	Pacific Bell
	MCI TELECOMMUNICATIONS CORP ADMIN	Pacific Bell
	MCI TELECOMMUNICATIONS- CUSTOMER SERVICE	Pacific Bell

### 6104 W CENTINELA AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2014	TAGAWA & HO LLP	Cole Information Services

### 6160 W CENTINELA AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1957	FOX HILLS STABLES	Pacific Telephone
	J & B SHEET METAL CO	Pacific Telephone
1954	FOX HILLS STABLES	R. L. Polk & Co.
1950	FOX HILLS STABLES	Pacific Telephone

### 6161 W CENTINELA AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1999	LOS ANGELES BUSINESS FORMS	Cole Information Services

### 6215 W CENTINELA AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1958	A B C Builders Material Yard	Pacific Telephone
	A B C BUILDER S MATERIAL YARD	Pacific Telephone
1957	A B C BUILDER S MATERIAL YARD	Pacific Telephone
1954	A B C BUILDER S MATERIAL YARD	R. L. Polk & Co.
	A B C BUILDER S MATERIAL YARD	R. L. Polk & Co.

### 6217 W CENTINELA AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1960	HITCHING POST MINIATURE GOLF	Pacific Telephone
1958	Hitching Post Miniature Golf	Pacific Telephone
1957	HITCHING POST MINIATURE GOTF	Pacific Telephone

### 6222 W CENTINELA AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1976	Hillside Florist	Pacific Telephone
1971	Hillside Flower Shop	Pacific Telephone
1962	Hillside Flower Shop	Pacific Telephone
1960	HILLSIDE FLOWER SHOP	Pacific Telephone

## 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.

<u>Address Researched</u>	<u>Address Not Identified in Research Source</u>
6100 W CENTINELA 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
6101 W CENTINELA 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
6101 W CENTINELA AVE	2014, 2009, 2004, 2003, 2000, 1999, 1996, 1994, 1992, 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
6104 W CENTINELA 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
6107 S SEPULVEDA 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, 1966, 1965, 1963, 1961, 1958, 1956, 1955, 1952, 1951, 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
6107 SEPULVEDA BLVD	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1969, 1966, 1963, 1961, 1956, 1955, 1952, 1951, 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
6150 S SEPULVEDA 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, 1956, 1955, 1952, 1951, 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
6150 SEPULVEDA 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, 1956, 1955, 1952, 1951, 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
6160 SEPULVEDA 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, 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**

6900 S SEPULVEDA BLVD

6906 S SEPULVEDA BLVD

### **Address Not Identified in Research Source**

2014, 2009, 2006, 2004, 2003, 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

2014, 2009, 2006, 2004, 2003, 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

**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**

6501, 6521 S Sepulveda &  
6520 Arizona Ave

**Address Not Identified in Research Source**

2006, 2003, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1976, 1972, 1971,  
1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 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

**APPENDIX D**  
**PHOTOGRAPHS**





1. Northwest portion of the 6501 S. Sepulveda building.



2. 6501 S. Sepulveda building.



3. 6520 Arizona Avenue building.



4. 6521 S. Sepulveda building.



5. 6520 Arizona Avenue building.



6. Typical parking lot drive.

## Photograph Log

6501 S. Sepulveda Avenue  
Los Angeles, California







7. Northern side of the 6501 S. Sepulveda building (left). Off-Site landscaped area (right).



8. Former community garden area.



9. Typical area drain.



10. Electrical transformer.



11. Utility indicator.



12. Utility indicator (







13. Signage and placard indicating a petroleum pipeline (northern Site boundary).



14. Northern Site boundary



15. Storage structure adjacent to former community garden.



16. Hair salon (former cleaners) interior.



17. Western adjacent Arizona Avenue and commercial development.



18. Western adjacent Arizona Avenue and commercial development.







19. Western adjacent Arizona Avenue and commercial development.



20. Northern adjacent W. Centinela Avenue and commercial development.



21. Northern adjoining landscaped areas. Note petroleum pipeline placards.



22. Eastern adjacent A. Sepulveda Avenue and commercial development.



23. Northern adjacent hotel.



24. Northeast adjacent intersection of W. Centinela and S. Sepulveda.



## **APPENDIX E**

### **QUALIFICATIONS**

**Resume Of Dan Weis, R.E.H.S.****Environmental Manager**

Address: 1938 Kellogg Avenue, Suite 116, Carlsbad, CA 92008

Phone: 760.585.7070 | Email:dw@weisenviro.com

**Professional Summary**

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Environmental Manager and California Registered Environmental Health Specialist with extensive expertise in environmental science and assessment, environmental and public health, risk assessment, health and safety, remedial design and implementation, strategic planning and project/program design and implementation. Over twenty years of professional experience and achievement. Successful completion of projects for a wide range of clientele including, but not limited to, local government entities, developers (affordable housing and market rate), educational institutions, Federal, State and local government entities, law firms, architectural and engineering firms, lending institutions, life insurance companies, conservancies, commercial/industrial real estate owners/managers, insurance companies, wireless telecommunication carriers and real estate developers. Extensive experienced in the completion of assessment, construction and remediation quality assurance during the completion of urban redevelopment/brownfields projects and public works projects, many of which have been located in downtown areas of San Diego, Los Angeles, Oakland, San Francisco, and other urban communities throughout the State of California. Proven ability to train and mentor professional, technical and support staff. Manages a comprehensive health and safety program. Holds a Master of Science in Public Health with an emphasis in environmental health science, risk assessment, health and safety, toxicology and environmental policy. Registered Environmental Health Specialist #8172 in the State of California.

**Education and Professional Certification**

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- University of Delaware, Bachelor of Arts, 1995
- San Diego State University, Master of Science, Public/Environmental Health, 2001
- State of California Registered Environmental Health Specialist #8172
- Centers for Disease Control and Prevention National Center for Environmental Health Division of Emergency and Environmental Health Services - Environmental Health Training in Emergency Response
- Occupational Safety and Health Administration (OSHA) 40 Hour Hazardous Waste Operations and Emergency Response Standard (HAZWOPER) Training and Annual 8 Hour HAZWOPER Refresher Training
- OSHA 8 Hour HAZWOPER Supervisor Training

**Relevant Skills and Qualifications**

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- Proven ability to manage staff and programs/projects in challenging and diverse environments and regulatory settings. Consistently meets project schedules, goals, deadlines and budgetary restrictions.
- Completed or managed over 2,500 due diligence related environmental assessments and completed or managed over 500 subsurface environmental investigations of soil gas, soil, groundwater and other media. Investigations have included human health and ecological risk assessments, evaluations of indoor air conditions based on interpretations of subsurface conditions, underground storage tank (UST) evaluation/closure and hazardous waste characterization/management. Subsurface activities performed include the completion of soil borings using various drilling technologies, soil and groundwater sampling, installation and sampling of groundwater monitoring wells, free product evaluations, exploratory trenching and real-time delineation using mobile analytical laboratories and other soil screening technology.
- Managed over 100 remediation or construction management related projects primarily related to source removal of subsurface contaminants, including but not limited to, petroleum hydrocarbons, chlorinated solvents, heavy metals, organochlorine pesticides and other agricultural related chemicals, dioxins and furans and polychlorinated biphenyls. Has also assisted in cost recovery efforts from private parties and State/Federal funding programs for environmental assessment and remediation work and has served as an expert witness during legal proceedings pertaining to environmental related claims.
- Strong collaboration and negotiation skills with environmental regulatory agencies regarding project planning, initiation, status, approvals and implementation. Direct experience in interfacing with members of regulatory agencies including but not limited to the United States Environmental Protection Agency (EPA), California EPA Department of Toxic Substances Control and Office of Environmental Health Hazard Assessment, County of San Diego Departments of Environmental Health (DEH), Public Works and Planning and Land Use, San Diego Air Pollution Control District, South Coast Air Quality

Management District, Riverside County DEH, San Francisco City and County Department of Public Health (DPH), Arizona Department of Environmental Quality, County of Los Angeles County DPH and other local Certified Unified Program Agencies. Develop, manage and implement compliance and best practices efforts with Federal and State laws and regulations.

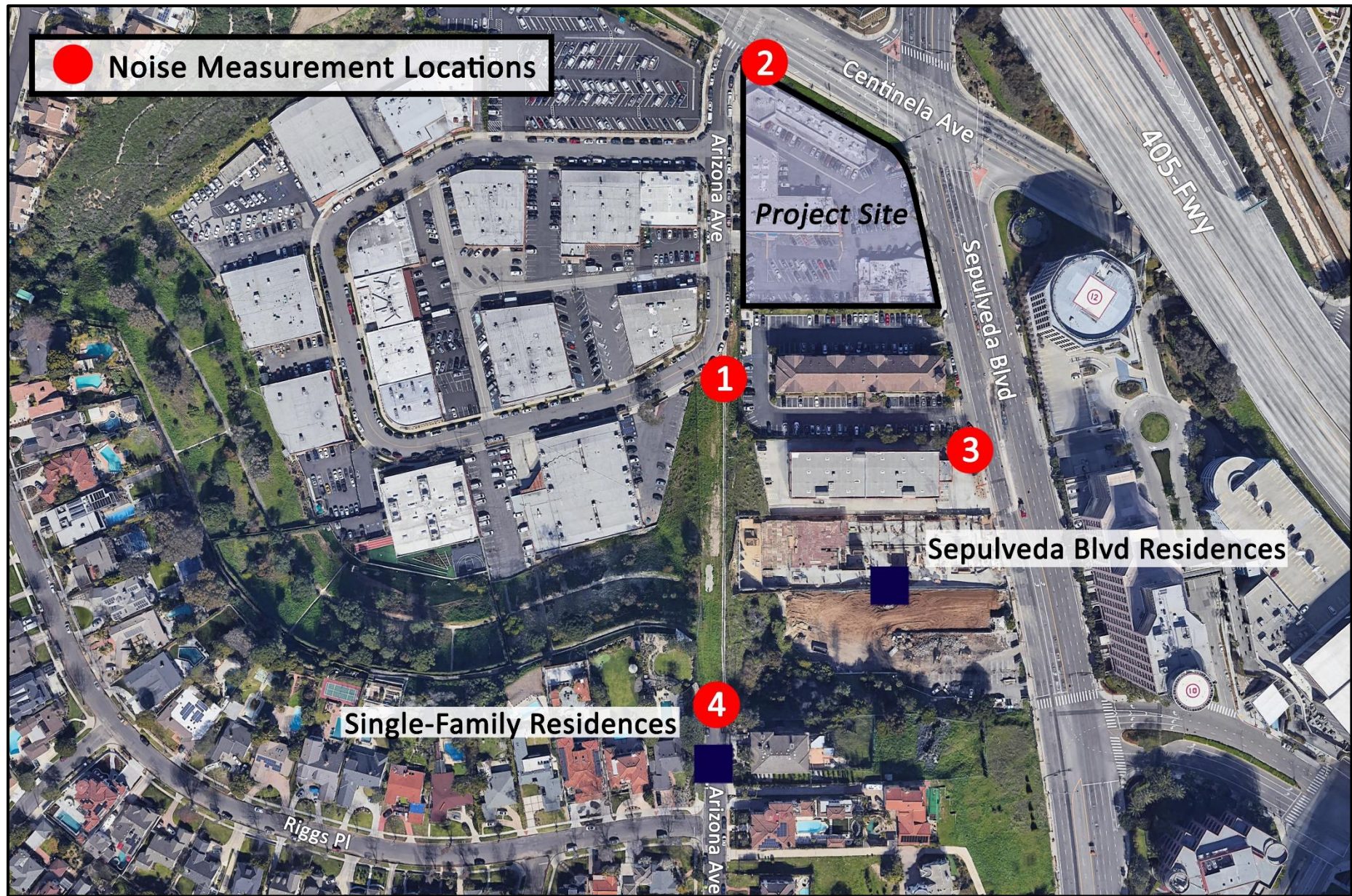
- Conducted and/or managed hundreds of public/environmental health related assessments including electromagnetic field surveys, radionuclide surveys, indoor air quality investigations, radon surveys, drinking water assessments, asbestos containing materials and lead-based paint surveys and mold/microbial evaluations.
- Recovered over \$10,000,000 of assessment and cleanup costs for clientele from various sources including State of California Cleanup Funds, United States Environmental Protection Agency Brownfield grants and private parties.
- Responsible for facilitating a safe and healthy work environment in concert with the mission of the company while ensuring compliance with applicable Federal, State, and local regulations.
- Published technical papers pertaining to geogenic concentrations of metals in San Diego County, radioactive dating and pollutant chronologies in estuarine sediments and various urban runoff related implications.
- Delivered presentations pertaining to various environmental topics including human health risk assessment to membership at local and national trade conferences

### **Project Experience (Work Completed With Multiple Firms)**

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- *14th and Island, San Diego, California* – Development of Site Mitigation Plan, contaminated soil management and disposal concurrent with site construction activities at the superblock construction site in downtown San Diego and achievement of regulatory closure with the County of San Diego Department of Environmental Health.
- *2198 Market Street, San Francisco, California* – Phase I and II Environmental Site Assessments, supplemental subsurface investigation, Site Mitigation Plan development, contaminated soil management and disposal concurrent with site construction activities and negotiation/achievement of regulatory closure with the City of San Francisco Department of Public Health.
- *Former EZ Serve, 9305 Mission Gorge Road, Santee, California* – Closure report preparation and San Diego Regional Water Quality Control Board interface and negotiation/achievement of regulatory closure under State of California low-threat policy.
- *French Field – Former Vista Burn Dump, Oceanside, California* – Oversight of the capping of a former burn dump/landfill facility and restoration for public use as a sports facility. Negotiation and achievement of regulatory closure with the California Department of Toxic Substances Control with concurrence from the San Diego Regional Water Quality Control Board and the County of San Diego Local Enforcement Agency.
- *Indoor Skydiving Facility, 1401 Imperial Avenue, San Diego, California* – Development of Soil Management Plan and contaminated soil management and disposal concurrent with site construction activities in downtown San Diego.
- *Lemon Grove Avenue Realignment Project, Lemon Grove, California* – Development of Impacted Soil Management Plan, Community Health and Safety Plan and Worker Health and Safety Plan and oversight of the implementation of such plans during construction activities.
- *North Side Interior Road and Utilities Project at San Diego International Airport, San Diego, California* - Subsurface assessment, development of Soil Management Plan and Work Health and Safety Plan and implementation and monitoring of soil management strategies.
- *Olympic and Hill, Los Angeles, California* – Removal of multiple underground storage tanks and underlying contaminated soil and achievement of regulatory closure with the City of Los Angeles Fire Department.
- *San Ysidro - U.S. Land Port of Entry, San Diego, California* – Subsurface assessment and development and implementation of soil management strategies.
- *VA Medical Center Long Beach, 5901 East 7th Street, Long Beach, California* - VA Long Beach: Seismic Corrections – Mental Health, Community Living Center and Chiller Replacements Project – Asbestos containing materials and lead-based paint surveys and preparation of abatement contractor bid specifications.





**NOISE RECEPTOR & MEASUREMENT LOCATION MAP**  
**6521 S. Sepulveda Boulevard Project**  
*Imagery via Google*



# 1. Near Arizona Avenue

## Noise Report

### Summary

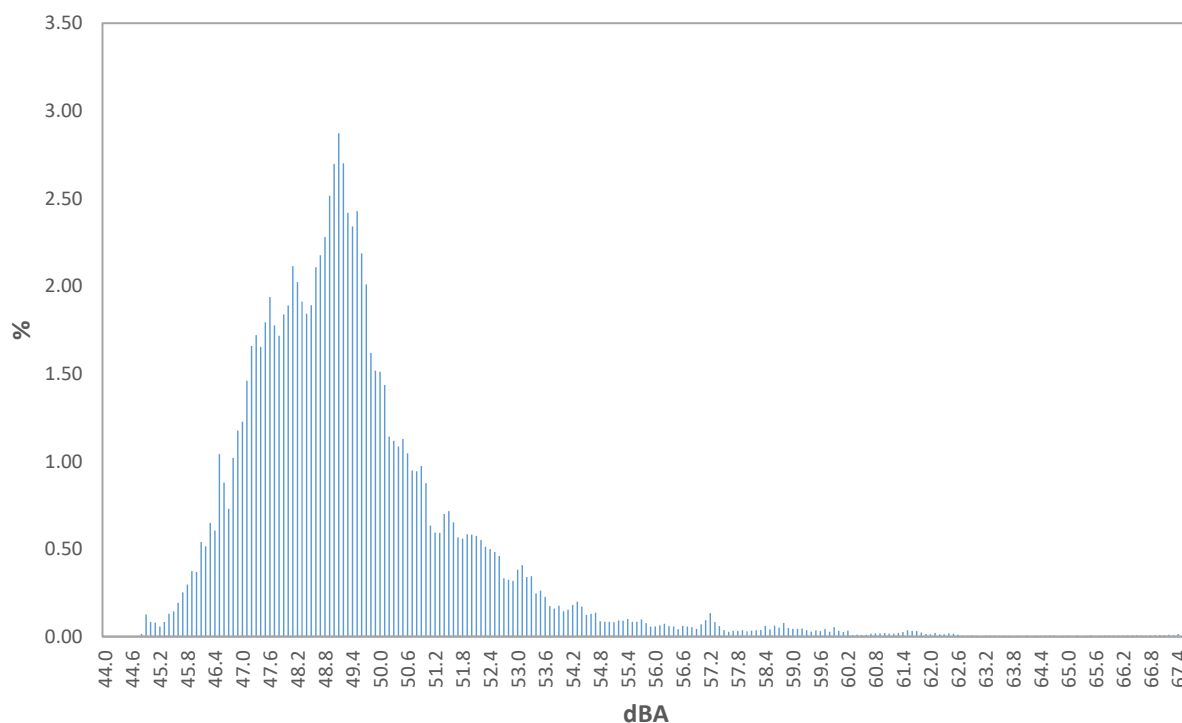
Date Thursday, May 13, 2021  
Start Time 11:48am  
End Time 12:03pm  
File Name 831\_Data.022  
Device Model Larson Davis Model 831  
Weighting A  
Response Slow

### Results

Description	Value	Description	Value
L <sub>eq</sub>	50.9dB	L <sub>10</sub>	52.4dB
L <sub>max</sub>	67.6dB	L <sub>50</sub>	49.1dB
L <sub>min</sub>	44.8dB	L <sub>90</sub>	47.0dB

LAS > 65.0 dBA (Exceedance Count/Duration): 1, 2.7s  
LAS > 85.0 dBA (Exceedance Count/Duration): 0, 0.0s

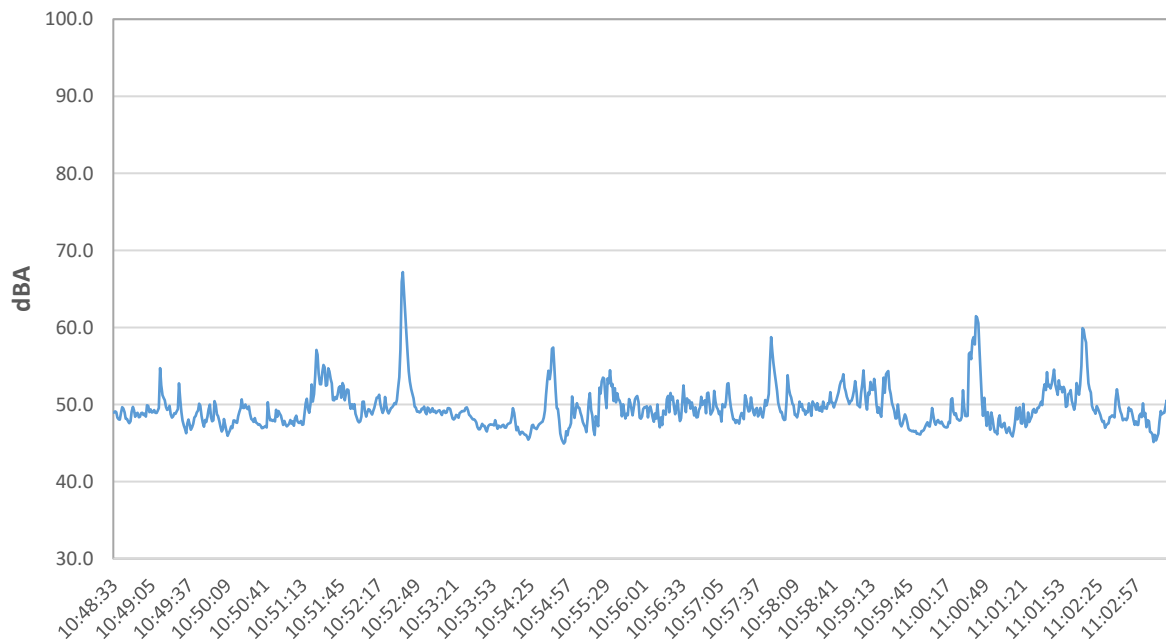
### Statistics Chart



## Statistics Table

dB	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
44.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.13	0.1
45.0	0.08	0.08	0.06	0.08	0.13	0.14	0.19	0.25	0.30	0.37	1.7
46.0	0.37	0.54	0.52	0.65	0.61	1.04	0.88	0.73	1.02	1.18	7.52
47.0	1.23	1.46	1.66	1.72	1.65	1.79	1.94	1.78	1.72	1.84	16.78
48.0	1.89	2.11	2.02	1.91	1.84	1.89	2.11	2.18	2.28	2.52	20.75
49.0	2.70	2.87	2.70	2.42	2.34	2.43	2.19	2.01	1.62	1.52	22.79
50.0	1.51	1.44	1.14	1.12	1.08	1.13	1.05	0.95	0.94	0.97	11.33
51.0	0.88	0.63	0.59	0.59	0.70	0.72	0.65	0.57	0.56	0.58	6.47
52.0	0.58	0.57	0.55	0.51	0.50	0.48	0.46	0.33	0.32	0.32	4.64
53.0	0.38	0.41	0.34	0.34	0.25	0.26	0.23	0.17	0.16	0.18	2.72
54.0	0.14	0.15	0.18	0.20	0.17	0.12	0.13	0.14	0.09	0.08	1.41
55.0	0.08	0.08	0.09	0.09	0.10	0.08	0.09	0.10	0.08	0.06	0.85
56.0	0.06	0.06	0.07	0.06	0.06	0.04	0.06	0.06	0.05	0.04	0.57
57.0	0.07	0.09	0.13	0.08	0.06	0.04	0.03	0.03	0.03	0.04	0.61
58.0	0.03	0.03	0.04	0.04	0.06	0.04	0.06	0.05	0.08	0.05	0.48
59.0	0.04	0.04	0.05	0.04	0.03	0.04	0.03	0.04	0.03	0.05	0.39
60.0	0.03	0.03	0.03	0.01	0.01	0.01	0.01	0.02	0.02	0.02	0.19
61.0	0.02	0.02	0.02	0.02	0.03	0.04	0.03	0.03	0.02	0.01	0.24
62.0	0.01	0.02	0.01	0.01	0.02	0.02	0.01	0.00	0.00	0.01	0.12
63.0	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.01	0.05
64.0	0.00	0.01	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.04
65.0	0.01	0.00	0.01	0.00	0.00	0.01	0.00	0.01	0.01	0.01	0.05
66.0	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.07
67.0	0.01	0.01	0.01	0.01	0.01	0.05	0.01	0.00	0.00	0.00	0.11

## Logged Data Chart



## 2. Near Int. of Centinela Ave and Arizona Ave

## Noise Report

### Summary

Date Thursday, May 13, 2021  
Start Time 12:06pm  
End Time 12:21pm  
File Name 831\_Data.023  
Device Model Larson Davis Model 831  
Weighting A  
Response Slow

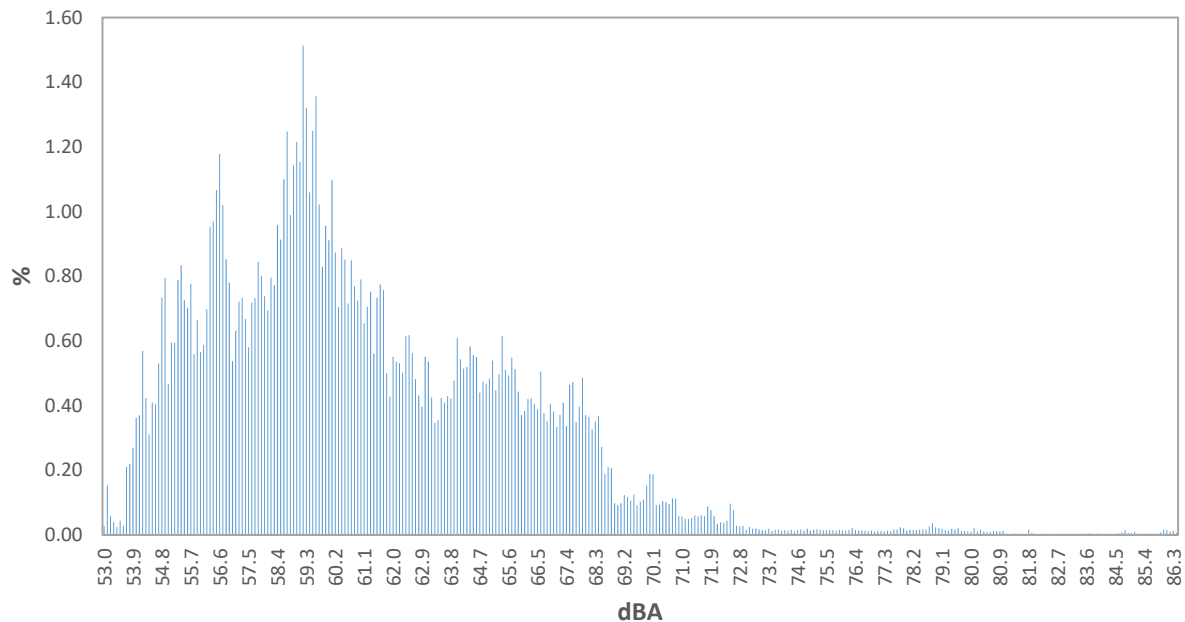
### Results

Description	Value	Description	Value
L <sub>eq</sub>	65.4dB	L <sub>10</sub>	67.4dB
L <sub>max</sub>	86.4dB	L <sub>50</sub>	60.0dB
L <sub>min</sub>	53.0dB	L <sub>90</sub>	55.6dB

LAS > 65.0 dBA (Exceedance Count/Duration): 31, 241.6s

LAS > 85.0 dBA (Exceedance Count/Duration): 1, 1.7s

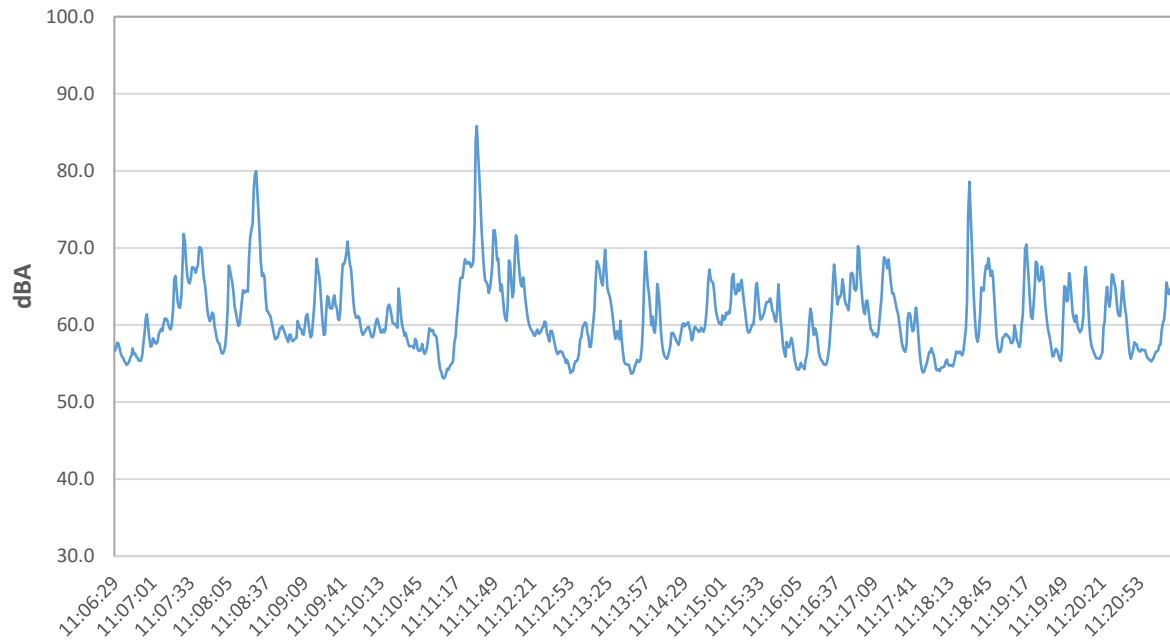
### Statistics Chart



## Statistics Table

dB	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
53.0	0.03	0.15	0.06	0.04	0.02	0.04	0.03	0.21	0.22	0.27	1.1
54.0	0.36	0.37	0.57	0.42	0.31	0.41	0.40	0.53	0.73	0.79	4.9
55.0	0.47	0.59	0.59	0.79	0.83	0.73	0.70	0.78	0.56	0.66	6.70
56.0	0.57	0.59	0.70	0.95	0.97	1.07	1.18	1.02	0.85	0.78	8.67
57.0	0.54	0.63	0.72	0.73	0.67	0.58	0.72	0.73	0.84	0.80	6.97
58.0	0.74	0.69	0.80	0.77	0.96	0.91	1.10	1.25	0.99	1.14	9.35
59.0	1.22	1.15	1.51	1.32	1.06	1.25	1.36	1.02	0.83	0.96	11.67
60.0	0.91	1.10	0.87	0.70	0.89	0.85	0.72	0.85	0.77	0.72	8.38
61.0	0.79	0.65	0.71	0.75	0.56	0.73	0.77	0.76	0.50	0.43	6.66
62.0	0.55	0.54	0.53	0.50	0.61	0.62	0.56	0.48	0.43	0.40	5.22
63.0	0.55	0.54	0.43	0.35	0.35	0.42	0.41	0.43	0.42	0.48	4.37
64.0	0.61	0.54	0.51	0.52	0.58	0.56	0.55	0.44	0.47	0.47	5.26
65.0	0.48	0.54	0.45	0.50	0.62	0.51	0.49	0.55	0.51	0.44	5.09
66.0	0.37	0.38	0.42	0.42	0.40	0.39	0.51	0.38	0.35	0.41	4.03
67.0	0.38	0.33	0.37	0.41	0.34	0.46	0.47	0.35	0.40	0.49	4.00
68.0	0.37	0.37	0.33	0.35	0.37	0.27	0.19	0.21	0.21	0.10	2.76
69.0	0.09	0.10	0.12	0.12	0.11	0.12	0.09	0.10	0.11	0.15	1.12
70.0	0.19	0.19	0.09	0.09	0.10	0.10	0.10	0.11	0.11	0.06	1.15
71.0	0.06	0.05	0.05	0.05	0.06	0.06	0.06	0.06	0.09	0.08	0.61
72.0	0.06	0.03	0.04	0.04	0.04	0.10	0.08	0.03	0.03	0.03	0.47
73.0	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.02	0.01	0.02	0.17
74.0	0.02	0.01	0.01	0.01	0.02	0.01	0.01	0.02	0.01	0.02	0.15
75.0	0.01	0.02	0.02	0.02	0.01	0.01	0.02	0.01	0.01	0.02	0.15
76.0	0.01	0.01	0.02	0.02	0.01	0.01	0.01	0.01	0.01	0.01	0.14
77.0	0.01	0.01	0.01	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.15
78.0	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.03	0.04	0.02	0.20
79.0	0.02	0.02	0.01	0.01	0.02	0.02	0.02	0.01	0.01	0.01	0.16
80.0	0.01	0.02	0.01	0.02	0.01	0.01	0.01	0.01	0.01	0.01	0.12
81.0	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.01	0.06
82.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03
83.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.04
84.0	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.06
85.0	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.05
86.0	0.02	0.02	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.06

## Logged Data Chart



# 3. Sepulveda Blvd

## Noise Report

### Summary

Date Thursday, May 13, 2021  
Start Time 12:25pm  
End Time 12:40pm  
File Name 831\_Data.024  
Device Model Larson Davis Model 831  
Weighting A  
Response Slow

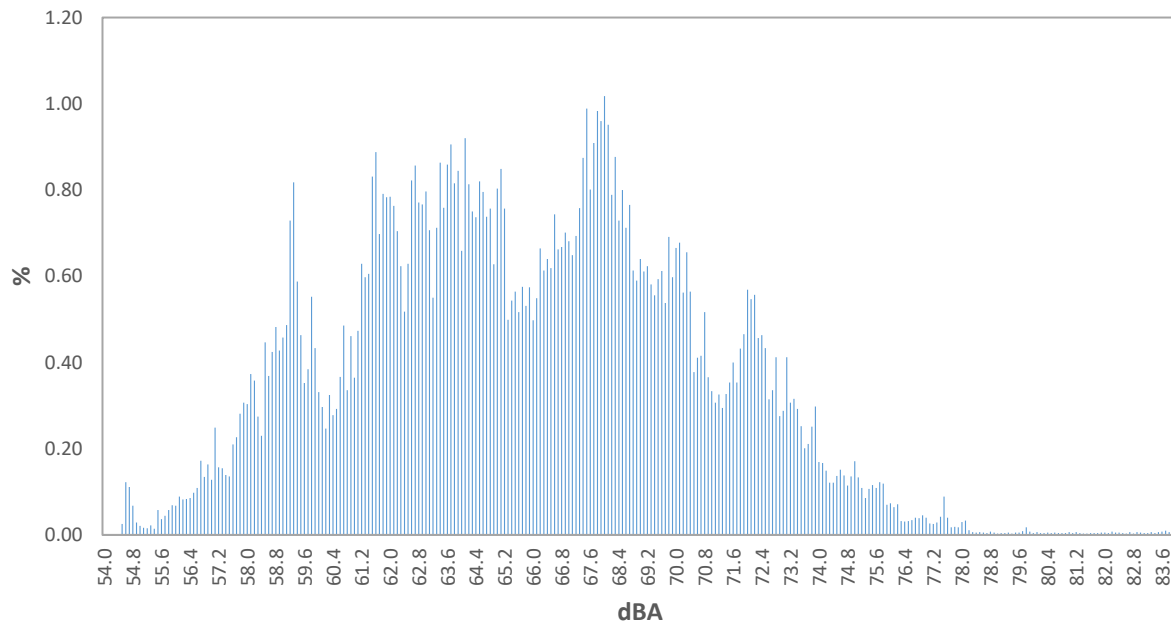
### Results

Description	Value	Description	Value
L <sub>eq</sub>	68.4dB	L <sub>10</sub>	72.1dB
L <sub>max</sub>	84.0dB	L <sub>50</sub>	65.6dB
L <sub>min</sub>	54.5dB	L <sub>90</sub>	59.4dB

LAS > 65.0 dBA (Exceedance Count/Duration): 32, 580.4s

LAS > 85.0 dBA (Exceedance Count/Duration): 0, 0.0s

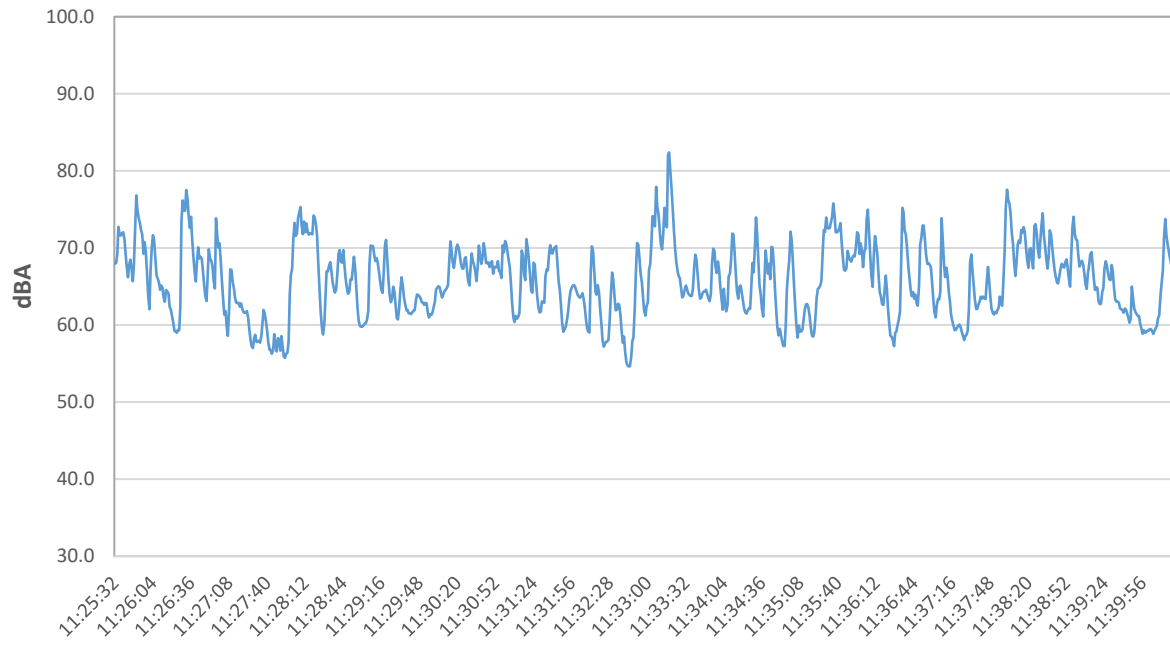
### Statistics Chart



## Statistics Table

dB	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
54.0	0.00	0.00	0.00	0.00	0.00	0.03	0.12	0.11	0.07	0.03	0.4
55.0	0.02	0.02	0.02	0.02	0.01	0.06	0.04	0.04	0.06	0.07	0.4
56.0	0.07	0.09	0.08	0.08	0.09	0.10	0.11	0.17	0.13	0.16	1.08
57.0	0.13	0.25	0.16	0.15	0.14	0.14	0.21	0.23	0.28	0.31	1.99
58.0	0.30	0.37	0.36	0.27	0.23	0.45	0.37	0.42	0.48	0.43	3.69
59.0	0.46	0.49	0.73	0.82	0.59	0.46	0.35	0.38	0.55	0.43	5.26
60.0	0.33	0.30	0.25	0.32	0.28	0.29	0.37	0.49	0.34	0.46	3.42
61.0	0.36	0.47	0.63	0.60	0.61	0.83	0.89	0.70	0.79	0.78	6.66
62.0	0.78	0.76	0.70	0.62	0.52	0.63	0.82	0.86	0.77	0.77	7.24
63.0	0.80	0.71	0.55	0.71	0.86	0.76	0.86	0.91	0.82	0.84	7.81
64.0	0.66	0.92	0.81	0.75	0.74	0.82	0.80	0.74	0.76	0.63	7.62
65.0	0.80	0.85	0.76	0.50	0.54	0.56	0.52	0.58	0.53	0.57	6.21
66.0	0.50	0.55	0.66	0.61	0.64	0.62	0.74	0.66	0.67	0.70	6.36
67.0	0.68	0.65	0.69	0.76	0.87	0.99	0.80	0.91	0.98	0.96	8.30
68.0	1.02	0.95	0.79	0.88	0.73	0.80	0.71	0.77	0.61	0.59	7.84
69.0	0.64	0.61	0.62	0.58	0.56	0.59	0.61	0.54	0.69	0.60	6.04
70.0	0.67	0.68	0.56	0.66	0.56	0.38	0.41	0.42	0.52	0.37	5.21
71.0	0.33	0.31	0.33	0.29	0.33	0.35	0.40	0.35	0.43	0.47	3.59
72.0	0.57	0.55	0.56	0.46	0.46	0.43	0.31	0.34	0.41	0.28	4.36
73.0	0.29	0.41	0.31	0.32	0.29	0.25	0.20	0.21	0.25	0.30	2.83
74.0	0.17	0.17	0.15	0.12	0.12	0.14	0.15	0.14	0.11	0.14	1.40
75.0	0.17	0.13	0.11	0.09	0.11	0.12	0.11	0.12	0.12	0.07	1.14
76.0	0.07	0.06	0.07	0.03	0.03	0.03	0.03	0.04	0.04	0.05	0.46
77.0	0.04	0.03	0.03	0.03	0.04	0.09	0.04	0.02	0.02	0.02	0.35
78.0	0.03	0.03	0.01	0.01	0.01	0.01	0.01	0.00	0.01	0.01	0.12
79.0	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.01	0.02	0.01	0.07
80.0	0.00	0.01	0.00	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.05
81.0	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.05
82.0	0.01	0.00	0.01	0.01	0.01	0.00	0.00	0.01	0.00	0.01	0.05
83.0	0.01	0.00	0.00	0.01	0.00	0.01	0.01	0.01	0.01	0.02	0.08
84.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## Logged Data Chart





## 4. Arizona Ave - N Terminus

## Noise Report

### Summary

Date Thursday, May 13, 2021  
Start Time 1:05pm  
End Time 1:20pm  
File Name 831\_Data.025  
Device Model Larson Davis Model 831  
Weighting A  
Response Slow

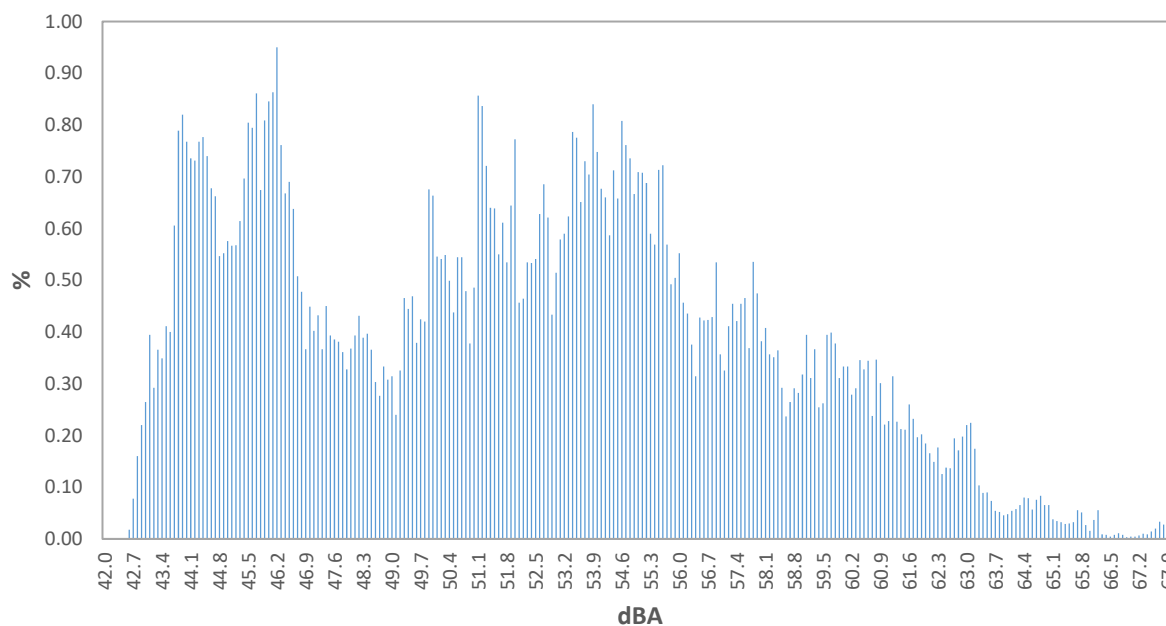
### Results

Description	Value	Description	Value
L <sub>eq</sub>	55.7dB	L <sub>10</sub>	59.9dB
L <sub>max</sub>	68.1dB	L <sub>50</sub>	54.7dB
L <sub>min</sub>	42.6dB	L <sub>90</sub>	44.6dB

LAS > 65.0 dBA (Exceedance Count/Duration): 4, 12.9s

LAS > 85.0 dBA (Exceedance Count/Duration): 0, 0.0s

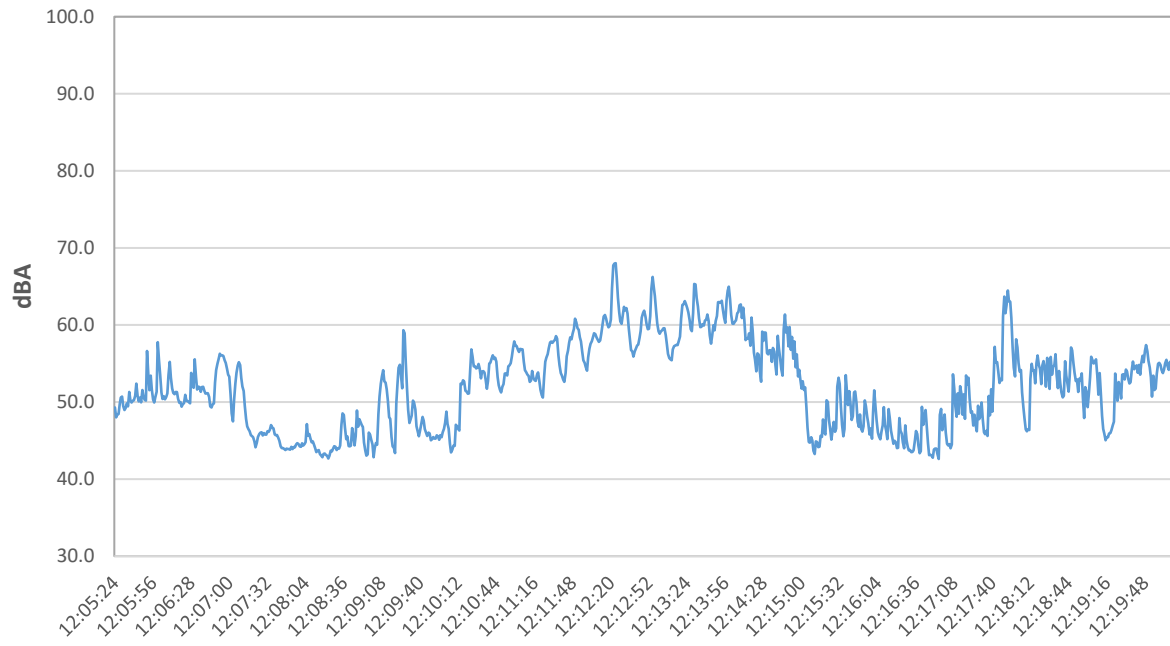
### Statistics Chart



## Statistics Table

dB	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
42.0	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.08	0.16	0.22	0.5
43.0	0.26	0.39	0.29	0.37	0.35	0.41	0.40	0.61	0.79	0.82	4.7
44.0	0.77	0.74	0.73	0.77	0.78	0.74	0.68	0.66	0.55	0.55	6.96
45.0	0.58	0.57	0.57	0.61	0.70	0.80	0.79	0.86	0.67	0.81	6.96
46.0	0.85	0.86	0.95	0.76	0.67	0.69	0.64	0.51	0.48	0.37	6.77
47.0	0.45	0.40	0.43	0.37	0.45	0.39	0.39	0.38	0.36	0.33	3.95
48.0	0.37	0.39	0.43	0.39	0.40	0.37	0.30	0.28	0.33	0.31	3.56
49.0	0.31	0.24	0.33	0.47	0.44	0.47	0.38	0.42	0.42	0.68	4.16
50.0	0.66	0.55	0.54	0.55	0.50	0.44	0.54	0.54	0.48	0.38	5.18
51.0	0.49	0.86	0.84	0.72	0.64	0.64	0.55	0.61	0.53	0.64	6.52
52.0	0.77	0.46	0.46	0.53	0.53	0.54	0.63	0.69	0.62	0.43	5.67
53.0	0.51	0.58	0.59	0.62	0.79	0.78	0.65	0.73	0.70	0.84	6.79
54.0	0.75	0.68	0.66	0.59	0.71	0.66	0.81	0.76	0.74	0.67	7.01
55.0	0.71	0.71	0.69	0.59	0.57	0.71	0.72	0.57	0.49	0.50	6.26
56.0	0.55	0.46	0.44	0.38	0.31	0.43	0.42	0.42	0.43	0.53	4.37
57.0	0.36	0.33	0.41	0.45	0.42	0.45	0.47	0.37	0.54	0.47	4.27
58.0	0.38	0.41	0.36	0.35	0.36	0.29	0.24	0.26	0.29	0.28	3.23
59.0	0.32	0.39	0.31	0.37	0.25	0.26	0.39	0.40	0.38	0.31	3.39
60.0	0.33	0.33	0.28	0.29	0.35	0.33	0.34	0.24	0.35	0.30	3.14
61.0	0.22	0.23	0.31	0.23	0.21	0.21	0.26	0.23	0.20	0.20	2.30
62.0	0.18	0.17	0.15	0.18	0.13	0.14	0.14	0.19	0.17	0.20	1.64
63.0	0.22	0.22	0.17	0.10	0.09	0.09	0.07	0.05	0.05	0.05	1.13
64.0	0.05	0.05	0.06	0.07	0.08	0.08	0.06	0.08	0.08	0.07	0.67
65.0	0.07	0.04	0.03	0.03	0.03	0.03	0.03	0.06	0.05	0.03	0.39
66.0	0.02	0.04	0.06	0.01	0.01	0.00	0.01	0.01	0.01	0.00	0.16
67.0	0.00	0.00	0.01	0.01	0.01	0.01	0.02	0.03	0.03	0.05	0.18
68.0	0.13	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16

## Logged Data Chart



# Construction Noise Impact Analysis

noah tanski environmental consulting

## Single-Family Residences: SEWER INFRASTRUCTURE RELOCATION

Ambient Noise Level:	55.7 dBA Leq
Distance:	800 feet

### ***Unmitigated***

#### Equipment Noise Levels

Equipment	Work Cycle Noise Level - 50ft dBA Leq	Usage %	Workday Noise Level - 50ft dBA Leq
Excavator	75.9	0.4	71.9
-	0	1	0.0
-	0	1	0.0
-	0	1	0.0
-	0	1	0.0
-	0	1	0.0
Combined dBA Leq:			71.9

#### Unmitigated Construction Noise Impact

Combined Equipment Noise Level	71.9 dBA Leq
Total Shielding (existing building rows)	10 dBA
Ground Factor	0
Distance - Equipment to Receptor	800 ft
Unmitigated Construction Noise Level	37.8 dBA Leq
Ambient Noise Level	55.7 dBA
New Noise Level	55.8 dBA Leq
Unmitigated Noise Increase	0.1 dBA

# Construction Noise Impact Analysis

noah tanski environmental consulting

## Single-Family Residences: DEMOLITION

Ambient Noise Level:	55.7 dBA Leq
Distance:	520 feet

### *Unmitigated*

#### Equipment Noise Levels

Equipment	Work Cycle Noise Level - 50ft dBA Leq	Usage %	Workday Noise Level - 50ft dBA Leq
Excavator	75.9	0.4	71.9
Front-end Loader	72.4	0.4	68.4
Front-end Loader	72.4	0.4	68.4
-	0	1	0.0
-	0	1	0.0
Combined dBA Leq:			75.6

#### Unmitigated Construction Noise Impact

Combined Equipment Noise Level	75.6 dBA Leq
Total Shielding (sound barrier)	0 dBA
Ground Factor	0
Distance - Equipment to Receptor	520 ft
Unmitigated Construction Noise Level	55.3 dBA Leq
Ambient Noise Level	55.7 dBA
New Noise Level	58.5 dBA Leq
Unmitigated Noise Increase	2.8 dBA

# Construction Noise Impact Analysis

noah tanski environmental consulting

## Single-Family Residences: GRADING

Ambient Noise Level:	55.7 dBA Leq
Distance:	520 feet

### ***Unmitigated***

#### Equipment Noise Levels

Equipment	Work Cycle Noise Level - 50ft dBA Leq	Usage %	Workday Noise Level - 50ft dBA Leq
Excavator	75.9	0.4	71.9
Bulldozer	80	0.4	76.0
Front-end Loader	72.4	0.4	68.4
-	0	1	0.0
-	0	1	0.0
Combined dBA Leq:			78.4

#### Unmitigated Construction Noise Impact

Combined Equipment Noise Level	78.4 dBA Leq
Total Shielding (sound barrier)	0 dBA
Ground Factor	0
Distance - Equipment to Receptor	520 ft
Unmitigated Construction Noise Level	58.1 dBA Leq
Ambient Noise Level	55.7 dBA
New Noise Level	60.1 dBA Leq
Unmitigated Noise Increase	4.4 dBA

# Construction Noise Impact Analysis

noah tanski environmental consulting

## Sepulveda Boulevard Residences: SEWER INFRASTRUCTURE RELOCATION

Ambient Noise Level:	68.4 dBA Leq
Distance:	460 feet

### ***Unmitigated***

#### Equipment Noise Levels

Equipment	Work Cycle Noise Level - 50ft dBA Leq	Usage %	Workday Noise Level - 50ft dBA Leq
Excavator	75.9	0.4	71.9
-	0	1	0.0
-	0	1	0.0
-	0	1	0.0
-	0	1	0.0
-	0	1	0.0
Combined dBA Leq:			71.9

#### Unmitigated Construction Noise Impact

Combined Equipment Noise Level	71.9 dBA Leq
Total Shielding	0 dBA
Ground Factor	0
Distance - Equipment to Receptor	460 ft
Unmitigated Construction Noise Level	52.6 dBA Leq
Ambient Noise Level	68.4 dBA
New Noise Level	68.5 dBA Leq
Unmitigated Noise Increase	0.1 dBA

# Construction Noise Impact Analysis

noah tanski environmental consulting

## Sepulveda Boulevard Residences: GRADING

Ambient Noise Level:	50.9 dBA Leq
Distance:	350 feet

### ***Unmitigated***

#### Equipment Noise Levels

Equipment	Noise Level - 50ft dBA Leq	Usage %	Workday Noise Level - 50ft dBA Leq
Excavator	75.9	0.4	71.9
Bulldozer	80	0.4	76.0
Front-end Loader	72.4	0.4	68.4
-	0	1	0.0
-	0	1	0.0
Combined dBA Leq:			78.4

#### Unmitigated Construction Noise Impact

Combined Equipment Noise Level	78.4 dBA Leq
Existing Shielding	0 dBA
Ground Factor	0
Distance - Equipment to Receptor	350 ft
Unmitigated Construction Noise Level	61.5 dBA Leq
Ambient Noise Level	50.9 dBA
New Noise Level	61.9 dBA Leq
Unmitigated Noise Increase	11.0 dBA



## ***Mitigated***

### Equipment Noise Levels

Equipment	Noise Level - 50ft dBA Leq	Usage %	Workday Noise Level - 50ft dBA Leq
Excavator	75.9	0.4	71.9
Bulldozer	80	0.4	76.0
Front-end Loader	72.4	0.4	68.4
-	0	1	0.0
-	0	1	0.0
<b>Combined dBA Leq:</b>			<b>78.4</b>

### Mitigated Construction Noise Impact

Combined Equipment Noise Level	78.4 dBA Leq
Total Shielding (sound barrier)	10 dBA
Ground Factor	0
Distance - Equipment to Receptor	350 ft
Mitigated Construction Noise Level	51.5 dBA Leq
Ambient Noise Level	50.9 dBA
New Noise Level	54.2 dBA Leq
<b>Mitigated Noise Increase</b>	<b>3.3 dBA</b>

# Construction Noise Impact Analysis

noah tanski environmental consulting

## Sepulveda Boulevard Residences: DEMOLITION

Ambient Noise Level:	50.9 dBA Leq
Distance:	350 feet

### *Unmitigated*

#### Equipment Noise Levels

Equipment	Noise Level - 50ft dBA Leq	Usage %	Workday Noise Level - 50ft dBA Leq
Excavator	75.9	0.4	71.9
Front-end Loader	72.4	0.4	68.4
Front-end Loader	72.4	0.4	68.4
-	0	1	0.0
-	0	1	0.0
Combined dBA Leq:			75.6

#### Unmitigated Construction Noise Impact

Combined Equipment Noise Level	75.6 dBA Leq
Existing Shielding	0 dBA
Ground Factor	0
Distance - Equipment to Receptor	350 ft
Unmitigated Construction Noise Level	58.7 dBA Leq
Ambient Noise Level	50.9 dBA
New Noise Level	59.4 dBA Leq
Unmitigated Noise Increase	8.5 dBA

## ***Mitigated***

### Equipment Noise Levels

Equipment	Noise Level - 50ft dBA Leq	Usage %	Workday Noise Level - 50ft dBA Leq
Excavator	75.9	0.4	71.9
Front-end Loader	72.4	0.4	68.4
Front-end Loader	72.4	0.4	68.4
-	0	1	0.0
-	0	1	0.0
<b>Combined dBA Leq:</b>			<b>75.6</b>

### Mitigated Construction Noise Impact

Combined Equipment Noise Level	75.6 dBA Leq
Total Shielding (sound barrier)	10 dBA
Ground Factor	0
Distance - Equipment to Receptor	350 ft
Mitigated Construction Noise Level	48.7 dBA Leq
Ambient Noise Level	50.9 dBA
New Noise Level	53.0 dBA Leq
<b>Mitigated Noise Increase</b>	<b>2.1 dBA</b>

# Vibration Impact Analysis

noah tanski environmental consulting

## Construction Vibration - PPV

Equipment:	Vibratory Roller
Equipment PPV (in/sec):	0.21
Reference Distance (ft):	25
"n" value	1.1

### *Unmitigated*

Receptor	Distance (ft)	Vibration Level (in/sec PPV)
6301 Arizona Circle (Commercial)	70	0.068
6305 Arizona Circle (Commercial)	75	0.063
6531 Sepulveda Blvd. (Extended Stay America)	80	0.058
6601 Center Drive (Commercial)	190	0.023
6101 Centinela Avenue (Commercial)	100	0.046

**RESULTS: SOUND LEVELS**
**Sepulveda Centinela**

NTEC								3 August 2021					
NTEC								TNM 2.5					
								Calculated with TNM 2.5					
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:		Sepulveda Centinela											
RUN:		Sepulveda S of Project: AM											
BARRIER DESIGN:		INPUT HEIGHTS							Average pavement type shall be used unless				
									a State highway agency substantiates the use				
ATMOSPHERICS:		68 deg F, 50% RH							of a different type with approval of FHWA.				
Receiver													
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over Calculated	existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal	
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	
50ft from Centerline	2	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0	
Dwelling Units		# DUs	Noise Reduction										
			Min	Avg	Max								
			dB	dB	dB								
All Selected		1	0.0	0.0	0.0								
All Impacted		0	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

## Sepulveda Centinela

3 August 202

**RESULTS: SOUND LEVELS**
**Sepulveda Centinela**

NTEC								3 August 2021					
NTEC								TNM 2.5					
								Calculated with TNM 2.5					
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:		Sepulveda Centinela											
RUN:		Arizona: AM											
BARRIER DESIGN:		INPUT HEIGHTS							Average pavement type shall be used unless				
									a State highway agency substantiates the use				
ATMOSPHERICS:		68 deg F, 50% RH							of a different type with approval of FHWA.				
Receiver													
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over Calculated	existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal	
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	
30ft from Centerline	1	1	0.0	52.0	66	52.0	10	----	52.0	0.0	8	-8.0	
Dwelling Units		# DUs	Noise Reduction										
			Min	Avg	Max								
			dB	dB	dB								
All Selected		1	0.0	0.0	0.0								
All Impacted		0	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

## Sepulveda Centinela

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**LOS ANGELES UNIFIED SCHOOL DISTRICT**  
*Facilities Services Division*

August 10, 2021

Sherrie Cruz  
CAJA Environmental Services, LLC  
15350 Sherman Way, Suite 315  
Van Nuys, CA 91406

Re: 6521 S. Sepulveda Boulevard Project

Dear Ms. Sherrie Cruz,

In response to your request for information, please find a ***LAUSD Schools Enrollments and Capacities Report*** for the schools and programs serving the 6521 S. Sepulveda Boulevard Project, located at 6501-6521 South Sepulveda Boulevard and 6502-6520 South Arizona Avenue, Los Angeles, CA 90045. The project is planned to contain 362-unit multi-family residential units, (126 studios, 110 1 bedroom, 126 2 bedroom), including retail/commercial use. At this time reporting is based on individual project address, without reporting on the combined impacts of other project addresses served by the same schools. This report contains the most recent data available on operating capacities and enrollments, and is designed to address any questions pertaining to overcrowding and factors related to school capacity. All schools operate on single track calendar.

Please note that no new school construction is planned and the data in this report already take into account: portable classrooms on site, additions being built onto existing schools, student permits and transfers, programs serving choice areas, and any other operational activities or educational programming affecting the operating capacities and enrollments among LAUSD schools.

Additional information on LAUSD's Capital Improvement programs can be found on the Facilities Services Division main webpage at <http://www.laschools.org/new-site/>. Listings of residential schools and other programs serving the project can be found using LAUSD's Residential School Finder at <http://rsi.lausd.net/ResidentSchoolIdentifier/>.

The Developer Fee Justification Study with student generation rates can be found online at <https://achieve.lausd.net/domain/921>.

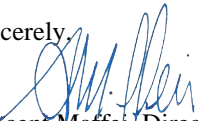
**MASTER PLANNING AND DEMOGRAPHICS RESPONSE TO SPECIFIC QUESTIONS**

- Questions: 1-2** The project is located in a **MS** attendance choice/option area. Please see LAUSD Schools Enrollments and Capacities Report details;
- Question: 3** Please contact the LAUSD Developer Fee Program Office (DFPO) at (213) 241-0715 if more information regarding fees and student generation rates is needed.

**ATTACHMENTS**

1. LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES REPORT
2. BOUNDARY DESCRIPTIONS FOR SCHOOLS SERVING PROPOSED PROJECT  
Boundary descriptions for existing schools identified as serving the proposed project

Sincerely,

  
Vincent Maffei, Director  
School Management Services and Demographics

**PROJECT SERVED:** the 6521 S. Sepulveda Boulevard Project, located at 6501-6521 South Sepulveda Boulevard and 6502-6520 South Arizona Avenue, Los Angeles, CA 90045. The project is planned to contain 362-unit multi-family residential units, (126 studios, 110 1 bedroom, 126 2 bedroom), including retail/commercial use.

**SCHOOL YEAR: 2020-2021**

1	2	3	4	5	6	7	8	9	10
Cost Center Code	School Name	Capacity	Resident Enrollment	Actual Enrollment	Current seating overage/(shortage)	Overcrowded Now?	Projected Enrollment	Projected seating overage/(shortage)	Overcrowding Projected in Future?
1326001	Cowan Ave El	488	369	393	119	No	506	(18)	Yes
1524001	Johnson STEM Academy	173	-	142	-	-	-	-	-
	<b>WRIGHT MS CEM</b>	<b>643</b>	<b>888</b>	<b>435</b>	<b>(245)</b>	<b>Yes</b>	<b>950</b>	<b>(307)</b>	<b>Yes</b>
1849301	Wright Eng Des Mag	-	-	435	-	-	-	-	-
	<b>WESTCHESTER HS CEM</b>	<b>945</b>	<b>952</b>	<b>730</b>	<b>(7)</b>	<b>Yes</b>	<b>1012</b>	<b>(67)</b>	<b>Yes</b>
1894301	WESM Hlth/Sports Med	-	-	360	-	-	-	-	-
1894309	WESM Gifted/STEAM Mag	-	-	147	-	-	-	-	-
1894310	WESM Env Natrl Sci	-	-	223	-	-	-	-	-

<sup>a</sup> Schools & programs that are part of a "school choice area" pull enrollments from the area school(s) that have resident attendance boundaries.

Seating overage/shortage and overcrowding is calculated and reported for the school choice area as a whole; capacity and actual enrollment is reported for each individual school and/or program listed in the shaded cells.

**Schools Planned to Relieve Known Overcrowding**

NONE

**NOTES:**

<sup>1</sup> School's ID code.

<sup>2</sup> School's name

<sup>3</sup> School's operating capacity. The maximum number of students the school can serve with the school's classroom utilization. Excludes capacity allocated to charter co-locations. Includes capacity for dual language and magnet programs.

<sup>4</sup> The total number of students living in the school's attendance area and who are eligible to be served by school programs as of the start of the school year. Includes resident students enrolled at any dual language or on-site magnet centers.

<sup>5</sup> The number of all students actually attending all programs at the school at the start of the reported school year. Includes all dual language and magnet students.

<sup>6</sup> Reported school year seating overage or (shortage): equal to (capacity) - (resident enrollment).

<sup>7</sup> Reported school year overcrowding status of school. The school is overcrowded if any of these conditions exist:

-There is a seating shortage.

-There is a seating overage of LESS THAN or EQUAL TO a margin of 20 seats.

<sup>8</sup> Projected 5-year total number of students living in the school's attendance area and who are eligible to be served by school programs as of the start of the school year. Includes resident students enrolled at any dual language or on-site magnet centers.

<sup>9</sup> Projected seating overage or (shortage): equal to (capacity) - (projected enrollment).

<sup>10</sup> Projected overcrowding status of school. The school will be considered overcrowded in the future if any of these conditions exist:

-There is a seating shortage in the future.

-There is a seating overage of LESS THAN or EQUAL TO a margin of 20 seats in the future.

<sup>o</sup> Magnet Schools with Resident Kindergarten Enrollment: Resident enrollment is reported for Kindergarten only. Actual enrollment is reported for all grades in school. Projected data not reported.

\* Enrollment is by application only.

**LOS ANGELES UNIFIED SCHOOL DISTRICT**  
**Facilities Services Division**

**LOC. CODE:** 3260

**COST CENTER:** 1326001

**SUBJECT:** NEW SERVICE BOUNDARY DESCRIPTION FOR COWAN AVENUE SCHOOL  
EFFECTIVE JULY 1, 2017.

The area described below has been approved as the attendance area served by the above-mentioned school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes boundary effective July 1, 1995 (clarified 5-14-2003).

This is an official copy for your file.

(GRADES K - 5)

A LINE EASTERLY AND NORTHERLY, FROM THE NORTHERN EXTENSION OF GEORGETOWN AVENUE, ALONG THE BLUFFS SOUTH OF TEALE STREET, SEWER ROAD, BLUFF CREEK DRIVE \* CENTINELA AVENUE (BOTH SIDES EXCLUDED) TO THE LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY \* LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY \* SEPULVEDA BOULEVARD \* 80TH STREET \* GEORGETOWN AVENUE EXTENDED.

(GRADES 1 - 5)

STOCKER STREET \* ANGELES VISTA BOULEVARD \* SLAUSON AVENUE \* OVERHILL DRIVE \* LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY \* FAIRFAX AVENUE.

WESTSIDE ELEMENTARY SCHOOL ZONE of CHOICE

(GRADES K - 5)

JEFFERSON BOULEVARD \* WESTLAWN AVENUE AND EXTENSION \* A LINE WESTERLY AND SOUTHERLY, ALONG THE BLUFFS SOUTH OF BLUFF CREEK DRIVE AND SEWER ROAD, TO SOUTHERLY EXTENSION OF McCONNELL AVENUE \* McCONNELL AVENUE AND EXTENSION.

**Westside Elementary School Zone of Choice:** eight schools or educational programs that students will be able to make application to when resident to this attendance boundary area. For the current school year students in grades K - 5 have seven choices: Cowan Avenue; Kentwood; Loyola Village Fine Arts Elementary School Magnet; Playa Del Rey; Playa Vista; Short Avenue; or Westport Heights. Students entering Kindergarten will have the addition of Cowan Avenue Dual Language Center, or Paseo Del Rey Natural Sciences Elementary School Magnet.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

**APPROVED:** MARK HOVATTER, Chief Facilities Executive, Facilities Services Division

**DISTRIBUTION:** School  
Transportation Branch  
Master Planning and Demographics

Office of Environmental Health and Safety  
Department of Transportation, City of L. A.

**LOS ANGELES UNIFIED SCHOOL DISTRICT**

Facilities Services Division

**LOC. CODE:** 5240

**COST CENTER:** 1524001

**SUBJECT:** NAME CHANGE OF NEW MIDDLE SCHOOL PATHWAY TO KATHERINE JOHNSON STEM ACADEMY EFFECTIVE JULY 1, 2017 (UPDATED 7-1-2018) (NAME CHANGE 7-2-2018).

This name change does not change the intent of the attendance area boundary as it was approved for July 1, 2017 (updated 7-1-2018). The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

KATHERINE JOHNSON STEM ACADEMY

(GRADES 6 - 8)

BALLONA CREEK \* BAY STREET AND EXTENSION \* JEFFERSON BOULEVARD \* CAMPUS CENTER DRIVE AND EXTENSION \* A LINE EASTERLY AND NORTHERLY ALONG THE BLUFFS SOUTH OF TEALE STREET, SEWER ROAD, AND BLUFF CREEK DRIVE \* CENTINELA AVENUE (BOTH SIDES EXCLUDED) TO THE LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY \* LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY \* PACIFIC OCEAN.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

**APPROVED:** MARK HOVATTER, Chief Facilities Executive, Facilities Services Division

**DISTRIBUTION:** School  
Transportation Branch  
Master Planning and Demographics

Office of Environmental Health and Safety  
Department of Transportation, City of L. A.

**LOS ANGELES UNIFIED SCHOOL DISTRICT**  
**Facilities Services Division**

**LOC. CODE:** 8493

**COST CENTER:** 1849301

**SUBJECT:** NEW SERVICE BOUNDARY DESCRIPTION FOR ORVILLE WRIGHT MIDDLE SCHOOL  
ENGINEERING & DESIGN MAGNET EFFECTIVE JULY 1, 2017.

The area described below has been approved as the attendance area served by the above-mentioned school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes boundary effective July 1, 2016.

This is an official copy for your file.

(GRADES 6 - 8)

BALLONA CREEK \* BAY STREET AND EXTENSION \* JEFFERSON BOULEVARD  
\* DAWN CREEK AND EXTENSION \* A LINE EASTERLY AND NORTHERLY ALONG  
THE BLUFFS SOUTH OF TEALE STREET, SEWER ROAD, AND BLUFF CREEK  
DRIVE \* CENTINELA AVENUE (BOTH SIDES EXCLUDED) TO THE LOS ANGELES  
UNIFIED SCHOOL DISTRICT BOUNDARY \* LOS ANGELES UNIFIED SCHOOL  
DISTRICT BOUNDARY \* PACIFIC OCEAN.

OPTIONAL: WRIGHT MIDDLE SCHOOL ENGINEERING & DESIGN MAGNET AND  
MARINA del REY MIDDLE SCHOOL

JEFFERSON BOULEVARD \* CAMPUS CENTER DRIVE AND EXTENSION \* A LINE  
WESTERLY AND SOUTHERLY, ALONG THE BLUFFS SOUTH OF BLUFF CREEK  
DRIVE AND SEWER ROAD, TO EXTENSION SOUTHERLY OF DAWN CREEK \*  
DAWN CREEK AND EXTENSION.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

**APPROVED:** MARK HOVATTER, Chief Facilities Executive, Facilities Services Division

**DISTRIBUTION:** School  
Transportation Branch  
Master Planning and Demographics

Office of Environmental Health and Safety  
Department of Transportation, City of L. A.

# LOS ANGELES UNIFIED SCHOOL DISTRICT

## Facilities Services Division

**LOC. CODE:** 8943

**COST CENTER:** 1894301

**SUBJECT:** CLARIFICATION OF THE BOUNDARY DESCRIPTION FOR WESTCHESTER ENRICHED SCIENCES MAGNETS HIGH SCHOOL EFFECTIVE JULY 1, 2016 (CLARIFIED 7-1-2017).

This clarification of the existing boundary description does not change the intent of the boundary as it was approved on July 1, 2016. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 9 - 12)

BALLONA CREEK \* LINCOLN BOULEVARD TO BLUFF CREEK DRIVE \* EXTENSION WESTERLY OF BLUFF CREEK DRIVE THROUGH AND EXCLUDING 7599 CABORA DRIVE \* VERAGUA DRIVE EXTENSION \* BERGER AVENUE (BOTH SIDES) \* 80TH STREET \* RAYFORD DRIVE \* 81ST STREET AND EXTENSION TO LINCOLN BOULEVARD \* LINCOLN BOULEVARD (BOTH SIDES) TO LOYOLA MARYMOUNT UNIVERSITY DRIVE \* LINCOLN BOULEVARD \* CABORA DRIVE (BOTH SIDES) AND EXTENSION TO EXTENSION OF DAWN CREEK \* A LINE EASTERLY AND NORTHERLY ALONG THE BLUFFS SOUTH OF TEALE STREET, SEWER ROAD, AND BLUFF CREEK DRIVE \* CENTINELA AVENUE (BOTH SIDES EXCLUDED) TO THE LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY \* LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY \* PACIFIC OCEAN.

OPTIONAL: VENICE HIGH SCHOOL AND WESTCHESTER ENRICHED SCIENCES MAGNETS HIGH SCHOOL

BALLONA CREEK, NORTHERLY AND EASTERLY, FROM LINCOLN BOULEVARD TO EXTENSION OF BAY STREET \* BAY STREET AND EXTENSION \* JEFFERSON BOULEVARD \* CAMPUS CENTER DRIVE AND EXTENSION \* A LINE WESTERLY AND SOUTHERLY, ALONG THE BLUFFS SOUTH OF BLUFF CREEK DRIVE AND SEWER ROAD, TO SOUTHERLY EXTENSION OF DAWN CREEK \* A LINE SOUTHERLY AND WESTERLY, ALONG THE BLUFFS SOUTH OF BLUFF CREEK DRIVE, FROM SOUTHERLY EXTENSION OF DAWN CREEK TO EXTENSION OF CABORA DRIVE \* CABORA DRIVE (BOTH SIDES EXCLUDED) \* LINCOLN BOULEVARD TO LOYOLA MARYMOUNT UNIVERSITY DRIVE \* LINCOLN BOULEVARD (BOTH SIDES EXCLUDED) TO EXTENSION OF 81ST STREET \* 81ST STREET AND EXTENSION \* RAYFORD DRIVE \* 80TH STREET \* BERGER AVENUE (BOTH SIDES EXCLUDED) \* VERAGUA DRIVE EXTENSION THROUGH AND INCLUDING 7599 CABORA DRIVE \* A LINE FROM 7599 CABORA DRIVE TO LINCOLN BOULEVARD AT BLUFF CREEK DRIVE \* LINCOLN BOULEVARD.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

**APPROVED:** MARK HOVATTER, Chief Facilities Executive, Facilities Services Division

**DISTRIBUTION:** School  
Transportation Branch  
Master Planning and Demographics

Office of Environmental Health and Safety  
Department of Transportation, City of L. A.

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(213) 202-2633 FAX (213) 202-2614

July 22, 2021

Sherrie Cruz  
CAJA Environmental Services, LLC  
15350 Sherman Way, Suite 315  
Van Nuys, CA 91406

**REQUEST FOR INFORMATION REGARDING RECREATIONAL AND PARK SERVICES FOR  
THE 6521 SOUTH SEPULVEDA BOULEVARD PROJECT IN THE CITY OF LOS ANGELES**

Dear Ms. Cruz:

The following has been prepared in response to your request for Recreation and Parks information relative to the proposed 6521 South Sepulveda Boulevard Project. This project proposes the development of a residential project with 362 residential dwelling units on a site generally located at 6521 South Sepulveda Boulevard in the Westchester - Playa Del Rey Community Plan.

*1. Which parks and recreational facilities would serve the proposed project?*

The following Department of Recreation and Parks facilities are classified as neighborhood parks and are located within a two-mile radius of the project site:

- There are no classified neighborhood parks within a two-mile radius of the proposed project.

The following Department of Recreation and Parks facilities are classified as community parks and are located within a five-mile radius of the project site:

- Baldwin Hills Recreation Center, located at 5401 W. Highlight Place.
- Cheviot Hills Park, located at 2551 S. Motor Avenue.
- Claude Pepper Senior Citizen Center, located at 1762 S. La Cienega Boulevard.
- Culver/Slauson Park, located at 5070 S. Slauson Avenue.
- Del Rey Lagoon, located at 6660 S. Esplanade Place.
- Glen Alla Park, located at 4601 S. Alla Road.
- Jim Gilliam Recreation Center, located at 4000 S. La Brea Avenue.
- Los Angeles Center for Enriched Studies (LACES), located on Airdrome Street between Stearns Drive and Hayworth Avenue.
- Mar Vista Gardens Recreation Center, located at 4901 S. Marionwood Drive.



- Mar Vista Recreation Center, located at 11430 W. Woodbine Avenue.
- Oakwood Recreation Center, located at 767 E. California Avenue.
- Palms Recreation Center, located at 2950 S. Overland Avenue.
- Penmar Recreation Center, located at 1341 E. Lake Street.
- Rancho Cienega Sports Complex, located at 5001 W. Obama Boulevard.
- Robertson Recreation Center, located at 1641 S. Pruess Road.
- Saint Andrews Recreation Center, located at 8701 S. St. Andrews Place.
- Van Ness Recreation Center, located at 5720 S. 2<sup>nd</sup> Avenue.
- Venice High School Pool, located at 2490 S. Walgrove Avenue.
- Vineyard Recreation Center, located at 2942 S. Vineyard Avenue.
- Westchester Recreation Center, located at 7000 W. Manchester Avenue.

The following Department of Recreation and Parks facilities are classified as regional parks and are located within a ten-mile radius of the project site:

- Beverly Glen Park, located at 2448 N. Angelo Drive.
- Exposition Park Rose Garden, located at 701 W. State Drive.
- Holmby Park, located at 601 Club View Drive.
- Isidore B. Dockweiler State Beach, located at 8255 N. Vista Del Mar.
- Laurel Canyon Mulholland Park, located at 8100 W. Mulholland Drive.
- Mandeville Canyon Park, located at 2660 N. Westridge Road.
- Rivas Canyon Park, located at Easterly Terminus of Oracle Place.
- Runyon Canyon Park, located at 2000 N. Fuller Avenue.
- Rustic Canyon Park located at the South West of Sullivan Fire Road.
- Sullivan Canyon Park, located at the North East of Sullivan Fire Road.
- Venice Beach, located at 2300 S. Ocean Front Walk.
- Wattles Garden Park, located at 1824 N. Curson Avenue.
- Will Rogers State Beach, located at 17600 W. Pacific Coast Highway.

For additional information regarding facilities and features available in these parks visit our website: [www.laparks.org](http://www.laparks.org).

*2. Does the City have any plans to develop new parks or recreational facilities or expand existing parks or recreational facilities within a two-mile radius of the project site?*

The City does not have plans to develop new parks or recreational facilities or expand existing park and recreational facilities within a two-mile radius at this time.

*3. What is the area's existing parkland acres-to-population ratio and what is the desired acres-to-population ratio?*

The Westchester - Playa Del Rey Community Plan Area, within which the project is located, has a parkland acres-to-population ratio of neighborhood and community parks of 2.4 acres per 1,000 residents. The Public Recreation Plan, a portion of the Service Element of the City's General Plan, sets a goal of a parkland acres-to-population ratio of neighborhood and community parks of 4.0 acres per 1,000 residents.



July 22, 2021

Page 3

Thank you for the opportunity to provide information relative to the proposed project's impact on recreation and park services. If you have any questions or comments regarding this information, please contact the RAP Park Staff at (213) 202-2682 or [rap.parkfees@lacity.org](mailto:rap.parkfees@lacity.org).

Sincerely,

CATHIE M. SANTO DOMINGO

Assistant General Manager

A handwritten signature in blue ink, appearing to read 'D. Ford'.

DARRYL FORD

Superintendent

Planning, Maintenance, and Construction Branch

CSD/DF:cy

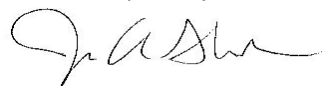
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TRANSPORTATION ASSESSMENT  
**SEPULVEDA/CENTINELA MIXED-USE PROJECT**  
City of Los Angeles, California  
July 8, 2021

*Prepared for:*  
**FRH Realty LLC**  
5355 Mira Sorrento Place, Suite 100  
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LLG Ref. 5-21-0537-1



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### APPENDICES

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#### APPENDIX

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- A. Approved Transportation Assessment Memorandum of Understanding
- B. LADOT VMT Calculator Output
- C. Manual Traffic Count Data
- D. Waiver of Dedication and Improvements Findings/Justifications
- E. Detailed Plans, Programs, Ordinances, and Policies Review
- F. HCM and Levels of Service Explanation  
HCM Data Worksheets – AM and PM Peak Hours

TRANSPORTATION ASSESSMENT  
**SEPULVEDA/CENTINELA MIXED-USE PROJECT**  
City of Los Angeles, California  
July 8, 2021

## 1.0 INTRODUCTION

### 1.1 Transportation Assessment Overview

This transportation assessment has been conducted to identify and evaluate the potential transportation impacts of the proposed Sepulveda/Centinela Mixed-Use project (the “Project”) located at 6501-6521 S. Sepulveda Boulevard and 6502-6520 S. Arizona Avenue (the “Project Site”) on the surrounding street system. The Project Site is located in the Westchester-Playa del Rey Community Plan Area of the City of Los Angeles, California (the “City”). Additionally, the Project Site is located within the City’s Coastal Transportation Corridor Specific Plan (CTCSP) area. The Project Site is generally bounded by an unimproved lot within the City of Culver City<sup>1</sup> to the north, a hotel to the south, Arizona Avenue to the west, and Sepulveda Boulevard to the east. The Project Site location and general vicinity are shown in *Figure 1-1*.

The transportation analysis follows City of Los Angeles (the “City”) transportation assessment guidelines<sup>2</sup> (TAG). The City’s TAG are focused on transportation metrics that promote: the reduction of greenhouse gas emissions, the development of multimodal networks and access to diverse land uses, as well as safety, sustainability and smart growth. In compliance with the California Environmental Quality Act (CEQA), the City’s TAG identify vehicle miles traveled (VMT) as the primary metric for evaluating a project’s transportation impacts along with whether the proposed project conflicts or is inconsistent with local plans and policies. In addition, the City’s TAG require evaluation of non-CEQA mobility elements such as pedestrian, bicycle and transit access, project access and circulation, project construction, and the potential for residential street intrusion.

This transportation assessment presents (i) a CEQA assessment of whether the Project conflicts or is inconsistent with local transportation-related plans and policies, (ii) a CEQA assessment of Project-related VMT, (iii) a CEQA assessment of whether the Project increases hazards due to a geometric design feature or incompatible use, (iv), a CEQA freeway safety analysis, (v) a non-CEQA assessment of pedestrian, bicycle and transit access, (vi) a non-CEQA evaluation of Project access, safety and circulation, and (vii) a non-CEQA review of Project construction activities.

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<sup>1</sup> The unimproved lot is located between Centinela Avenue and the Project Site.

<sup>2</sup> *Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines*, LADOT, July 2020.



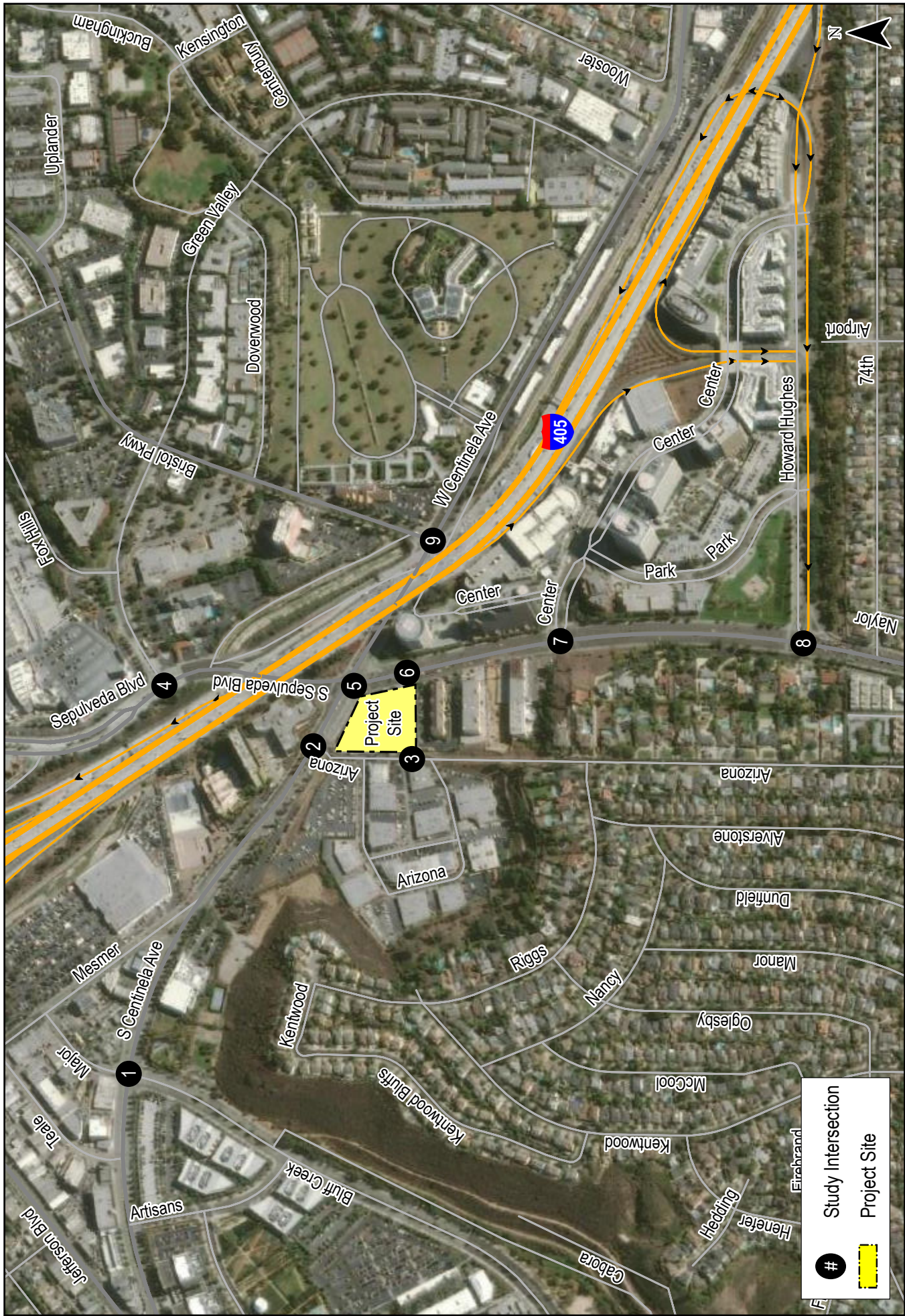


Figure 1-1  
Vicinity Map



## 1.2 Study Area

The CEQA and non-CEQA analysis criteria for this transportation assessment were identified in consultation with City of Los Angeles Department of Transportation (LADOT) staff. The analysis criteria were determined based on the City's TAG, the proposed Project description and location, and the characteristics of the surrounding transportation system. As defined by the City as Lead Agency under CEQA, LADOT confirmed the appropriateness of the analysis criteria when it entered into a transportation assessment Memorandum of Understanding (MOU) for the Project on June 2, 2021. Additionally, as the Project Site borders the jurisdictional boundary between the City of Los Angeles and the City of Culver City, City of Culver City staff also reviewed and approved the analysis criteria provided in the MOU on June 1, 2021. The approved MOU is contained in *Appendix A*.

## 2.0 PROJECT DESCRIPTION

### 2.1 Project Site Location

The Project Site is located at 6501-6521 S. Sepulveda Boulevard and 6502-6520 S. Arizona Avenue in the Westchester/Playa del Rey Community Plan Area of the City. Additionally, the Project Site is located within the City's Coastal Transportation Corridor Specific Plan area. The Project Site is generally bounded by an unimproved lot within the City of Culver City to the north, an existing hotel to the south, Arizona Avenue to the west, and Sepulveda Boulevard to the east. The Project Site location and general vicinity are shown in *Figure 1-1*.

The Project Site is located within one-half mile of a high-quality transit corridor (HQTC) included in *Connect SoCal*<sup>3</sup>, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) of the Southern California Association of Governments (SCAG) and is currently served by many local lines and regional/commuter lines via stops located within convenient walking distance along Sepulveda Boulevard and Centinela Avenue. The transit lines include Metro Local Lines 108 and 110, Culver CityBus (CCB) Lines 2, 3, 6, and CCB Rapid Line 6.

### 2.2 Existing Project Site

The Project Site comprises approximately 2.205 acres and is currently improved with a mixed-use commercial center. The northern portion of the Project Site is currently improved with a single-story, multi-tenant strip mall commercial plaza and a single-story, multi-tenant industrial building, both with associated surface parking lots. The southern portion of the Project Site is improved with a 7,083 square-foot high-turnover sit-down restaurant (Dinah's Family Restaurant). In total, the existing Project Site is improved with 23,223 square feet of commercial floor area and 9,448 square feet of high-turnover sit-down restaurant floor area. There are currently 109 vehicle parking spaces serving the existing Project Site. Vehicular access to the existing Project Site is accessible via two driveways along the east side of Arizona Avenue and one driveway along the west side of Sepulveda Boulevard. The Project Site is highlighted in an aerial photograph presented in *Figure 2-1*.

### 2.3 Project Description

As currently proposed, the Project will remove the two existing single-story buildings and billboard on the northern portion of the Project Site and construct a new eight-story mixed-use development with 321 market-rate residential apartment dwelling units, 41 affordable housing dwelling units, and 3,700 square feet of ground floor restaurant floor area. The existing Dinah's Family Restaurant on the southern portion of the Project Site will remain as part of the Project. The Project proposes to provide 520 vehicular parking spaces within an onsite parking garage with one subterranean level, one at-grade level and two above-grade levels. Construction and occupancy of the Project is proposed to be completed by the year 2026. The site plan for the Project is illustrated in *Figure 2-2*.

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<sup>3</sup> *Connect SoCal – The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments*, Southern California Association of Governments, September 3, 2020.

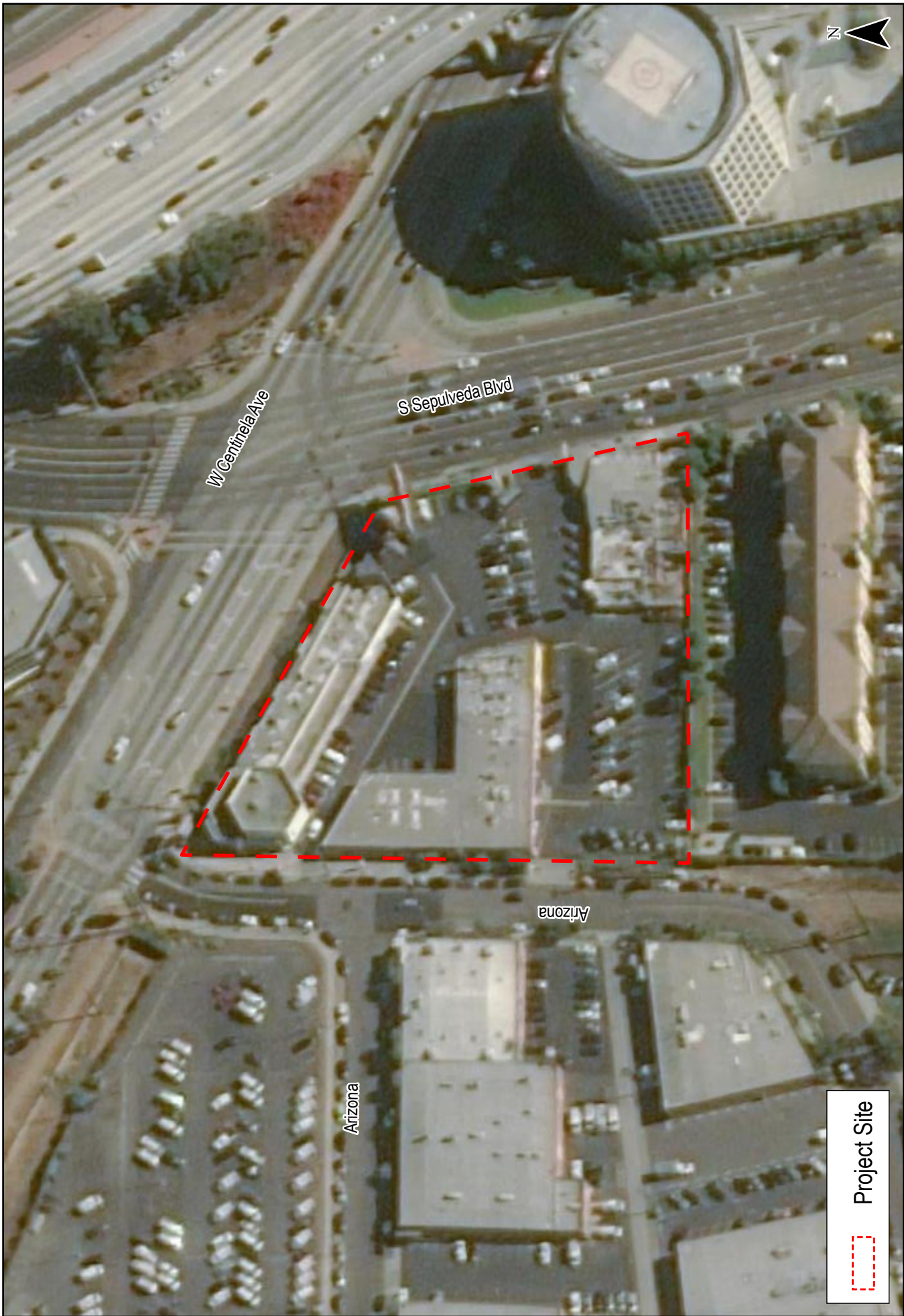


Figure 2-1  
Project Site Aerial

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Maxar

LINSCOTT  
LAW &  
GREENSPAN  
engineers

Project Site





Figure 2-2  
Project Site Plan  
Ground Floor Plan  
Sepulveda/Centinela Mixed-Use Project

## **2.4 Vehicular Project Site Access**

Vehicular access to the Project Site will continue to be provided via the existing southerly driveway along the east side of Arizona Avenue and the existing driveway along the west side of Sepulveda Boulevard. The existing Arizona Avenue driveway will continue to accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress movements). The existing Sepulveda Boulevard driveway will continue to accommodate right-turn only vehicular access (i.e., left-turn ingress and egress movements will be prohibited).

## **2.5 Pedestrian and Bicycle Project Site Access**

Pedestrian access to the Project Site will continue to be provided via Sepulveda Boulevard and Arizona Avenue. Additionally, the Project proposes to provide a paseo which will provide a pedestrian access point along Centinela Avenue, at the northeasterly portion of the Project Site. The Project will provide access locations to ensure pedestrian safety in compliance with City standards (e.g., provide sidewalks and crosswalks, and other pedestrian traffic controls). Separate pedestrian entrances will provide access from the nearby public transit stops, as well as other amenities along the major corridors.

Bicycle access to the Project Site will continue to be provided via Sepulveda Boulevard and Arizona Avenue. The Project will provide bicycle parking onsite for residents, visitors, and employees of the Project. Bicycle parking spaces will be installed in compliance with the Los Angeles Municipal Code (LAMC).

## **2.6 Project Parking**

The Project will provide a total of 520 vehicular parking spaces within an onsite parking garage with one subterranean level, one at-grade level, and two above-grade levels.

## **2.7 Project Loading**

All loading activities will occur off-street and internal to the Project Site. Loading activities associated with service and delivery operations, trash collection and waste management for the Project will occur within the at-grade level of the onsite parking garage. Service and delivery vehicles will utilize either Project driveway to access the loading zones and trash/recycling areas located within the at-grade level of the onsite parking garage.

## **2.8 Project Traffic Generation and Distribution**

### **2.8.1 Project Traffic Generation**

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the Project during the weekday AM and PM peak hours were estimated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*<sup>4</sup> and the affordable

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<sup>4</sup> Institute of Transportation Engineers, *Trip Generation Manual*, 10<sup>th</sup> Edition, Washington, D.C., 2017.



housing trip rates published in Table 3.3-2 of the TAG. The following trip generation rates were used to forecast the traffic volumes expected to be generated by the Project:

- Apartments: ITE Land Use Code 221 (Multifamily Housing [Mid-Rise]) trip generation average rates were used to forecast the traffic volumes expected to be generated by the residential apartment component of the Project.
- Affordable Family Housing: LADOT Affordable Housing (Family) trip generation average rates were used to forecast the traffic volumes expected to be generated by the affordable family housing component of the Project.
- Restaurant: ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates were used to forecast the traffic volumes expected to be generated by the restaurant component of the Project.

In addition to the trip generation forecasts for the Project (which are essentially an estimate of the number of vehicles that could be expected to enter and exit the Project Site access points), an adjustment was made to the trip generation forecast based on the Project Site's existing land uses. The existing land uses include 23,223 square feet of commercial floor area and 9,448 square feet of high-turnover sit-down restaurant floor area. The trips associated with the existing uses will be subtracted from the projected Project trips to account for the existing environmental condition. ITE Land Use Code 820 (Shopping Center) and ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates were used to estimate the trip reduction related to the existing uses.

A forecast was also made of the transit trips that will be generated by the Project in lieu of trips by the private automobile. The Project Site is within one-half mile of a HQTC included in *Connect SoCal*, SCAG's RTP/SCS, and is currently served by many local lines and regional/commuter lines via stops located within convenient walking distance along Sepulveda Boulevard and Centinela Avenue. The transit lines include Metro Local Lines 108 and 110, Culver CityBus (CCB) Lines 2, 3, 6, and CCB Rapid Line 6. Further discussion of the transit framework is provided in Section 3.2 herein. As the Project Site is within one-quarter mile of a Rapid Bus stop, a transit adjustment of 15% has been utilized, consistent with guidance provided in the TAG.

Furthermore, an internal capture adjustment has been applied for the Project to account for synergistic effects of the planned land use mix. Internal capture trips are those trips made internal to the site between land uses in a mixed or multi-use development, land uses tend to interact, and thus attract a portion of each other's trip generation. An internal capture adjustment of 10% has been utilized to account for the interactions between the residential and restaurant land uses.

Lastly, a forecast was made of likely pass-by trips. Pass-by trips are made as intermediate stops on the way from an origin to a primary destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to

the site. In this instance, the adjacent roadways to the Project Site include Sepulveda Boulevard and Centinela Avenue. In accordance with the pass-by trip rates provided in Attachment H of the TAG, a 20% pass-by reduction adjustment was applied to the restaurant land use components of the Project and the existing restaurant floor area and a 50% pass-by reduction adjustment for Shopping Center less than 50,000 square feet was applied to the existing floor area.

The trip generation forecast for the Project was submitted for review and approval by LADOT staff. As presented in **Table 2-1**, the Project is expected to generate 102 net new vehicle trips (25 inbound trips and 77 outbound trips) during the AM peak hour. During the PM peak hour, the Project is expected to generate 89 net new vehicle trips (58 inbound trips and 31 outbound trips).

The daily vehicle trips expected to be generated by the Project were estimated using Version 1.3 of the City's VMT Calculator. Copies of the detailed VMT Calculator worksheets for the Project are contained in **Appendix B**. As indicated in the summary VMT Calculator worksheet, the Project is forecast to generate 1,062 net new daily vehicle trips.

### **2.8.2 Project Traffic Distribution and Assignment**

Project traffic volumes both entering and exiting the Project Site have been distributed and assigned to the adjacent street system based on the following considerations:

- The Project Site's proximity to major traffic corridors (i.e., Sepulveda Boulevard, Centinela Avenue, I-405 Freeway, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress availability at the Project Site assuming the site access and circulation scheme described in Section 2.4;
- The location of proposed parking areas;
- Nearby population and employment; and
- Input from LADOT and Culver City staff.

The general, directional traffic distribution patterns for the existing uses on the Project Site is presented in **Figure 2-3**. The general, directional traffic distribution patterns for Project-related trips bound to the Project Site is presented in **Figure 2-4**. The forecast net new weekday AM and PM peak hour Project traffic volumes at the study intersections associated with the proposed Project are presented in **Figure 2-5**. The traffic volume assignments presented in **Figure 2-5** reflect the traffic distribution characteristics shown in **Figures 2-3** and **2-4**, and the Project traffic generation forecast presented in **Table 2-1**.

**Table 2-1  
PROJECT TRIP GENERATION [1]**

04-Jun-21

LAND USE	SIZE	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL
<i>Proposed Project</i>							
Apartments [3]	321 DU	30	86	116	86	55	141
Affordable Family Housing [4]	41 DU	8	13	21	9	7	16
Restaurant [5]	10,783 GSF	<u>59</u>	<u>48</u>	<u>107</u>	<u>65</u>	<u>40</u>	<u>105</u>
Subtotal		97	147	244	160	102	262
<i>Transit Trips [7]</i>							
Apartments (15%)		(5)	(13)	(18)	(13)	(8)	(21)
Restaurant (15%)		<u>(9)</u>	<u>(7)</u>	<u>(16)</u>	<u>(10)</u>	<u>(6)</u>	<u>(16)</u>
Subtotal		(14)	(20)	(34)	(23)	(14)	(37)
<i>Internal Capture [8]</i>							
Apartments (10%)		(3)	(7)	(10)	(7)	(5)	(12)
Restaurant (10%)		<u>(5)</u>	<u>(4)</u>	<u>(9)</u>	<u>(6)</u>	<u>(3)</u>	<u>(9)</u>
Subtotal		(8)	(11)	(19)	(13)	(8)	(21)
Subtotal Project Driveway Trips		75	116	191	124	80	204
<i>Existing Site</i>							
Restaurant [5]	(9,448) GSF	(52)	(42)	(94)	(57)	(35)	(92)
Commercial [6]	(23,223) GLSF	<u>(14)</u>	<u>(8)</u>	<u>(22)</u>	<u>(42)</u>	<u>(46)</u>	<u>(88)</u>
Subtotal		(66)	(50)	(116)	(99)	(81)	(180)
<i>Existing Transit Trips [7]</i>							
Restaurant (15%)		8	6	14	9	5	14
Commercial (15%)		2	1	3	6	7	13
Subtotal		10	7	17	15	12	27
Subtotal Existing Driveway Trips		(56)	(43)	(99)	(84)	(69)	(153)
NET INCREASE DRIVEWAY TRIPS		19	73	92	40	11	51
<i>Proposed Pass-By Trips [9]</i>							
Restaurant (20%)		<u>(9)</u>	<u>(7)</u>	<u>(16)</u>	<u>(10)</u>	<u>(6)</u>	<u>(16)</u>
Subtotal		(9)	(7)	(16)	(10)	(6)	(16)
<i>Existing Pass-By Trips [9]</i>							
Restaurant (20%)		9	7	16	10	6	16
Commercial (50%)		<u>6</u>	<u>4</u>	<u>10</u>	<u>18</u>	<u>20</u>	<u>38</u>
Subtotal		15	11	26	28	26	54
NET INCREASE "OFF-SITE" TRIPS		25	77	102	58	31	89



- [1] Source: *ITE Trip Generation Manual*, 10th Edition, 2017.
- [2] Trips are one-way traffic movements, entering or leaving.
- [3] ITE Land Use Code 221 (Multifamily Housing [Mid-Rise]) trip generation average rates.
  - Daily Trip Rate: 5.44 trips/dwelling unit; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 0.36 trips/dwelling unit; 26% inbound/74% outbound
  - PM Peak Hour Trip Rate: 0.44 trips/dwelling unit; 61% inbound/39% outbound
- [4] City of Los Angeles Affordable Housing (Family) trip generation average rates.
  - Daily Trip Rate: 4.16 trips/dwelling unit; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 0.52 trips/dwelling unit; 38% inbound/62% outbound
  - PM Peak Hour Trip Rate: 0.38 trips/dwelling unit; 55% inbound/45% outbound
- [5] ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates.
  - Daily Trip Rate: 112.18 trips/1,000 SF of floor area; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 9.94 trips/1,000 SF of floor area; 55% inbound/45% outbound
  - PM Peak Hour Trip Rate: 9.77 trips/1,000 SF of floor area; 62% inbound/38% outbound
- [6] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
  - Daily Trip Rate: 37.75 trips/1,000 SF of leasable area; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of leasable area; 62% inbound/38% outbound
  - PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of leasable area; 48% inbound/52% outbound
- [7] The transit reduction is based on the Project Site being located within one-quarter mile of a Culver City Bus (CCB) Rapid stop and various bus stops. The trip reduction for transit trips has been applied to the proposed Project and existing land uses based on the *LADOT Transportation Assessment Guidelines*, July 2020 for developments within one-quarter mile walking distance of a transit station or a Rapid Bus stop.
- [8] The internal capture reduction for the residential and restaurant uses within the Project Site is based on the synergy between the land uses provided within the Project Site.
- [9] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The trip reduction for pass-by trips has been applied to the commercial and restaurant components of the Project and the existing site based on the *LADOT Transportation Assessment Guidelines*, July 2020 for Shopping Center less than 50,000 SF and High-Turnover Restaurant.

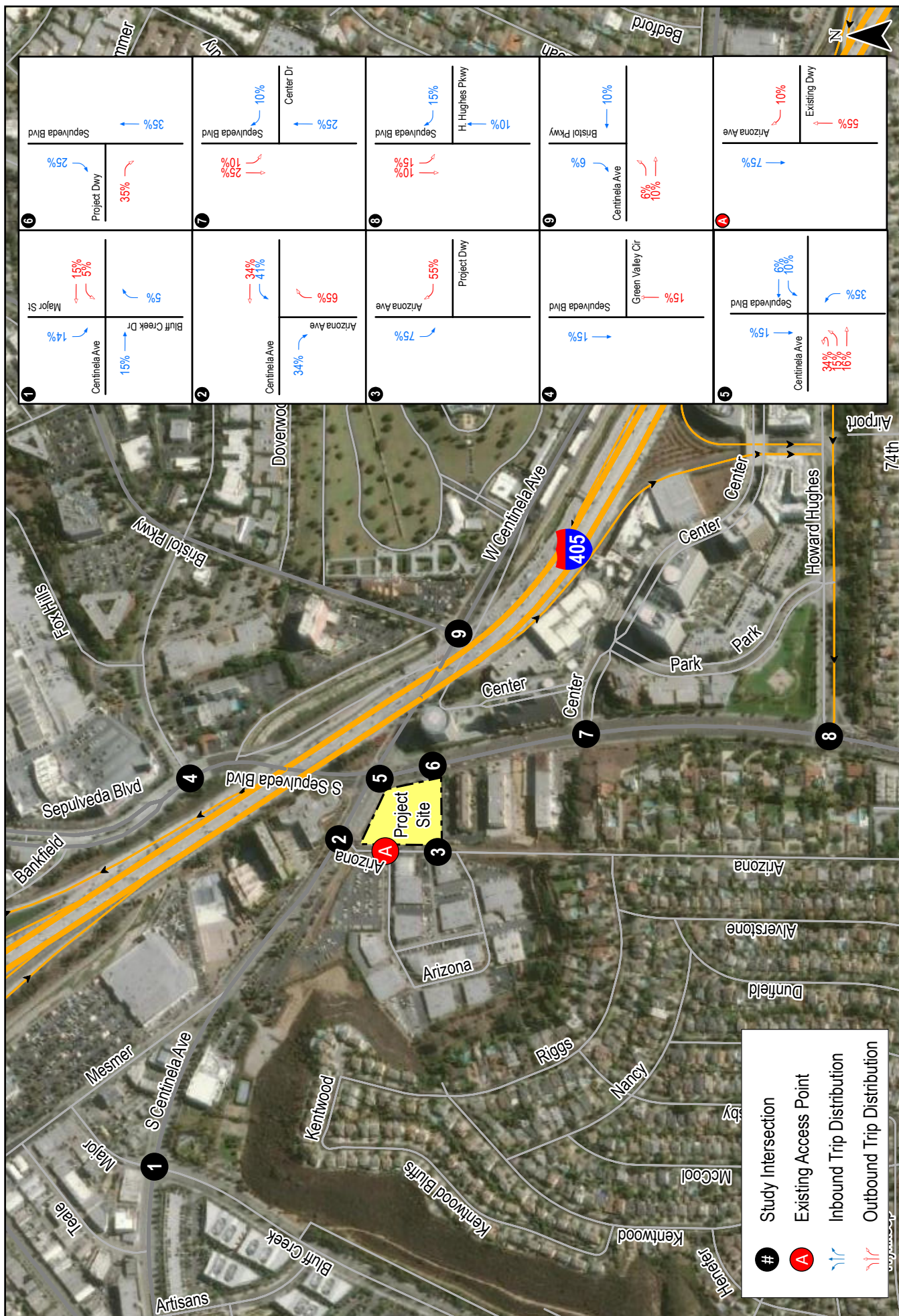






Figure 2-4  
Project Trip Distribution

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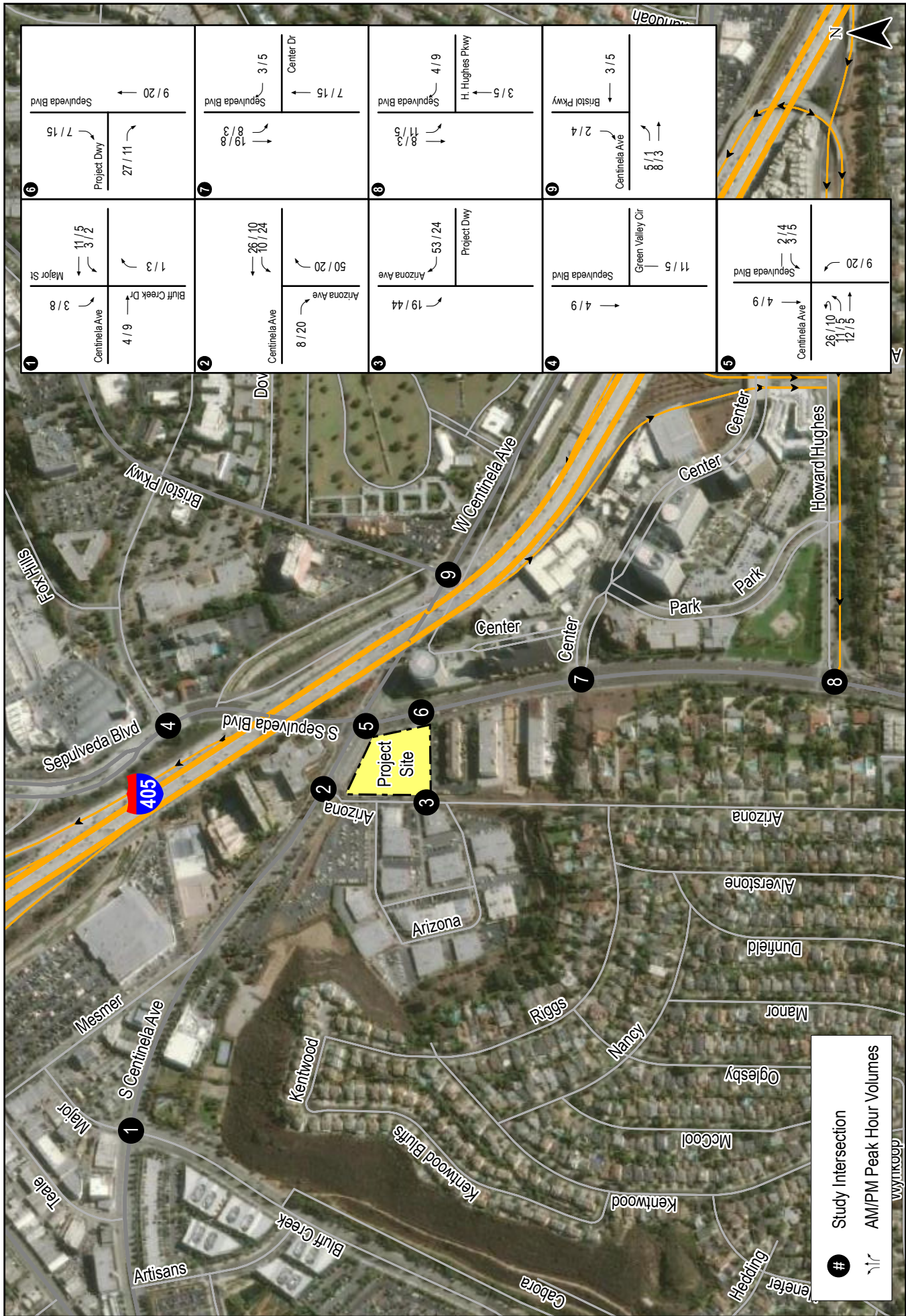


Figure 2-5  
 Net New Project Traffic Volumes

Sepulveda/Centinela Mixed-Use Project

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## **2.9 Project Transportation Demand Management**

The Project includes three transportation demand management (TDM) strategies to be implemented as Project Design Features. The TDM strategies are listed in Table 2.2-2 of the TAG. Further discussion of these TDM strategies is provided in the sections below.

### **2.9.1 Reduce Parking Supply**

Section 12.21A.4(a) of the LAMC provides the required off-street automobile parking requirements for the residential component of the Project (362 units). The automobile parking ratios are as follows:

- Studio (126 units): 1 space per unit (126 spaces);
- One Bedroom (110 units): 1.5 spaces per unit (165 spaces); and
- Two Bedroom (126 units): 2 spaces per unit (252 spaces).

Section 12.21A.4(a) of the LAMC provides the required off-street automobile parking requirements for the proposed restaurant component of the Project (3,700 s.f.). The automobile parking ratios are as follows:

- Restaurant (3,700 s.f.): 1 space per 100 square feet of floor area (37 spaces).

In addition to the automobile parking requirements above, an additional seven parking spaces will be provided for the existing Dinah's Family Restaurant to remain per its current Certificate of Occupancy.

Based on the above, the Project is required to provide 543 vehicular parking spaces for the residential component, 37 vehicular parking spaces for the proposed restaurant component, and seven vehicular parking spaces for the existing Dinah's Family Restaurant per its current Certificate of Occupancy. Per the LAMC, the Project is required to provide 587 vehicular parking spaces. Utilizing a parking reduction under the State density bonus law, the Project will provide a total of 520 vehicular parking spaces. Therefore, the Project will reduce parking supply below the LAMC requirement.

### **2.9.2 Promotions and Marketing**

The Project will utilize promotional and marketing tools to educate and inform residents and employees about alternative transportation options and the effects of their travel choices. Rather than two-way communication tools or tools that would encourage an individual to consider a different mode of travel at the time the trip is taken (i.e., smartphone application, daily email, etc.), this TDM strategy includes passive educational and promotional materials, such as posters, information boards, or a website with information that residents and employees can choose to read at their own leisure.

### 2.9.3 Include Bike Parking per Los Angeles Municipal Code

Table 12.21A.16(a)(1)(i) of the LAMC provides the required short-term and long-term bicycle parking spaces for the residential component of the Project (362 units). The short-term bicycle parking ratios are as follows:

- Dwelling Units 1-25: 1 space per 10 units (3 spaces);
- Dwelling Units 26-100: 1 space per 15 units (5 spaces);
- Dwelling Units 101-200: 1 space per 20 units (5 spaces); and
- Dwelling Units 201-362: 1 space per 40 units (4 spaces).

The long-term bicycle parking ratios are as follows:

- Dwelling Units 1-25: 1 space per unit (25 spaces);
- Dwelling Units 26-100: 1 space per 1.5 units (50 spaces);
- Dwelling Units 101-200: 1 space per 2 units (50 spaces); and
- Dwelling Units 201-362: 1 space per 4 units (40 spaces).

Table 12.21.A.16(a)(2) in the LAMC provides the required short-term and long-term bicycle parking spaces for the restaurant component of the Project. The short-term bicycle parking ratios are as follows:

- Restaurant (10,783 s.f.): 1 space per 2,000 s.f. (6 spaces).

The long-term bicycle parking ratios are as follows:

- Restaurant (10,783 s.f.): 1 space per 2,000 s.f. (6 spaces).

In addition, the Project proposes to offset a 15% reduction in vehicular parking spaces by providing additional bicycle parking spaces. Specifically, the Project will provide an additional 10 short-term bicycle parking spaces and 10 long-term bicycle parking spaces.

Based on the above, the Project is required to provide 17 short-term and 165 long-term bicycle parking spaces for the residential component. For the restaurant component, the Project is required to provide six short-term bicycle parking spaces and six long-term bicycle parking spaces. The Project will provide 10 additional short-term and long-term bicycle parking spaces to offset the reduction in vehicular parking spaces. In summary, the Project will provide the LAMC-required number of short-term and long-term bicycle parking spaces.

The Project Applicant will comply with the City's existing TDM Ordinance in LAMC Section 12.26.J, as well as the TDM requirements of the CTCSP. It is noted that the City's TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms of the proposed TDM Ordinance update, which is expected be completed prior to the anticipated construction of the Project.

## 3.0 PROJECT CONTEXT

### 3.1 Non-Vehicle Transport System

#### 3.1.1 Pedestrian Framework

Public sidewalks and pedestrian facilities are provided along the Project Site frontage on Sepulveda Boulevard and Arizona Avenue. Public sidewalks ranging in width from two feet to eight feet are provided along the Sepulveda Boulevard and Arizona Avenue property frontages. Potential pedestrian destinations located within an approximately one-quarter mile radius (i.e., 1,320 feet) from the Project Site are noted in **Figure 3–1**, per Section 3.2.4 of the TAG. **Figure 3–2** shows the existing pedestrian and transit facilities within an approximately one-quarter mile radius (i.e., 1,320 feet) from the Project Site. As presented in *Figure 3–2*, the following pedestrian facilities currently are provided in the direct vicinity of the Project Site:

- American With Disabilities Act (ADA) access ramps, including some with the yellow truncated domes, are provided at the following intersections in the immediate vicinity of the Project Site:
  - Entrada Way – Private Driveway / Centinela Avenue
  - Arizona Avenue / Centinela Avenue
  - Sepulveda Boulevard / Green Valley Circle
  - Sepulveda Boulevard / Centinela Avenue
  - Sepulveda Boulevard / Center Drive
  - Bristol Parkway / Centinela Avenue
- Traditional parallel bar or continental style pedestrian crosswalks with varying widths of between approximately 10 feet and 15 feet are provided at the following intersections in the immediate vicinity of the Project Site:
  - Entrada Way – Private Driveway / Centinela Avenue
  - Arizona Avenue / Centinela Avenue
  - Sepulveda Boulevard / Green Valley Circle
  - Sepulveda Boulevard / Centinela Avenue
  - Sepulveda Boulevard / Center Drive
  - Bristol Parkway / Centinela Avenue



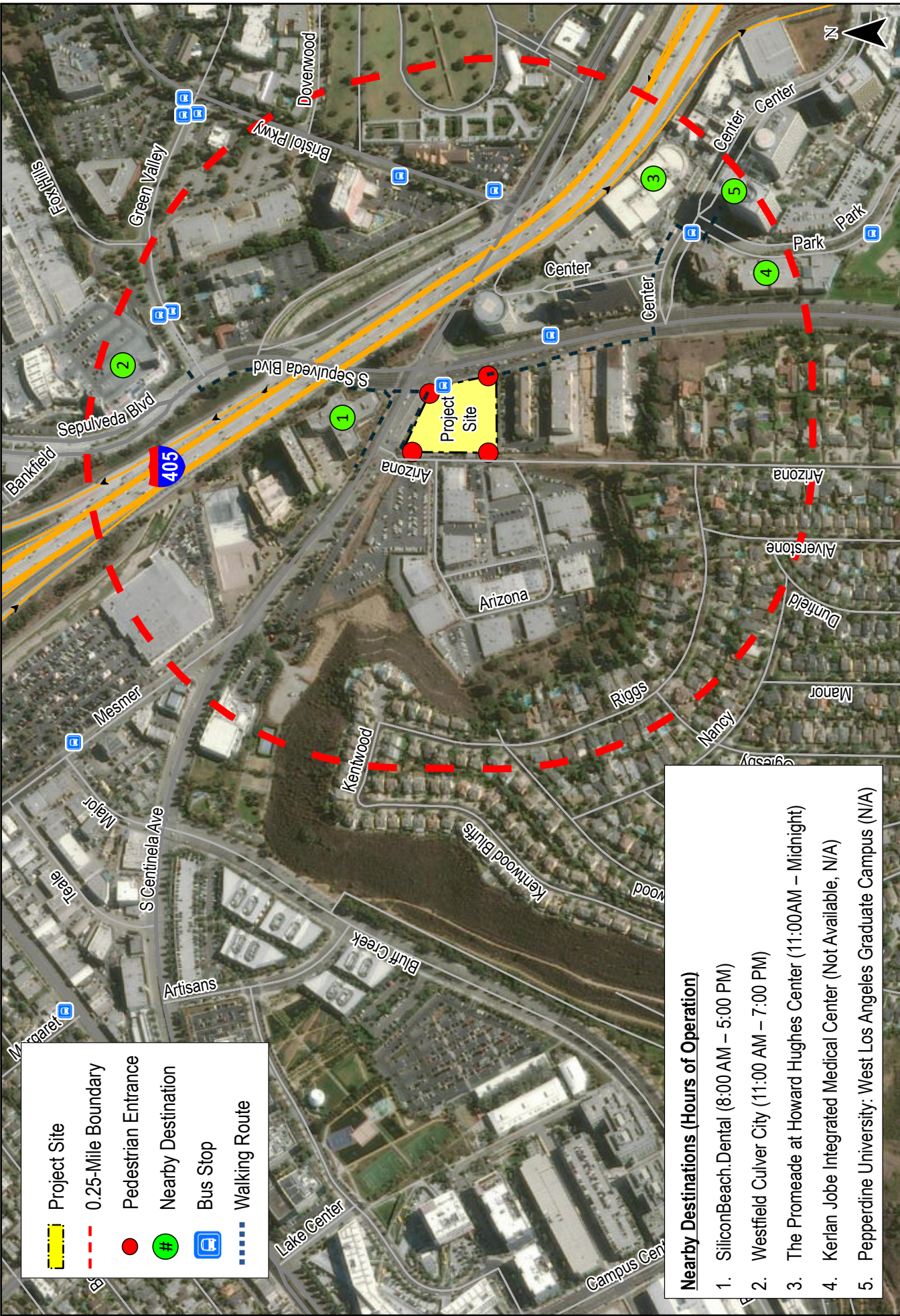


Figure 3-1  
Pedestrian Attractor Inventory

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Sepulveda/Centinel Mixed-Use Project



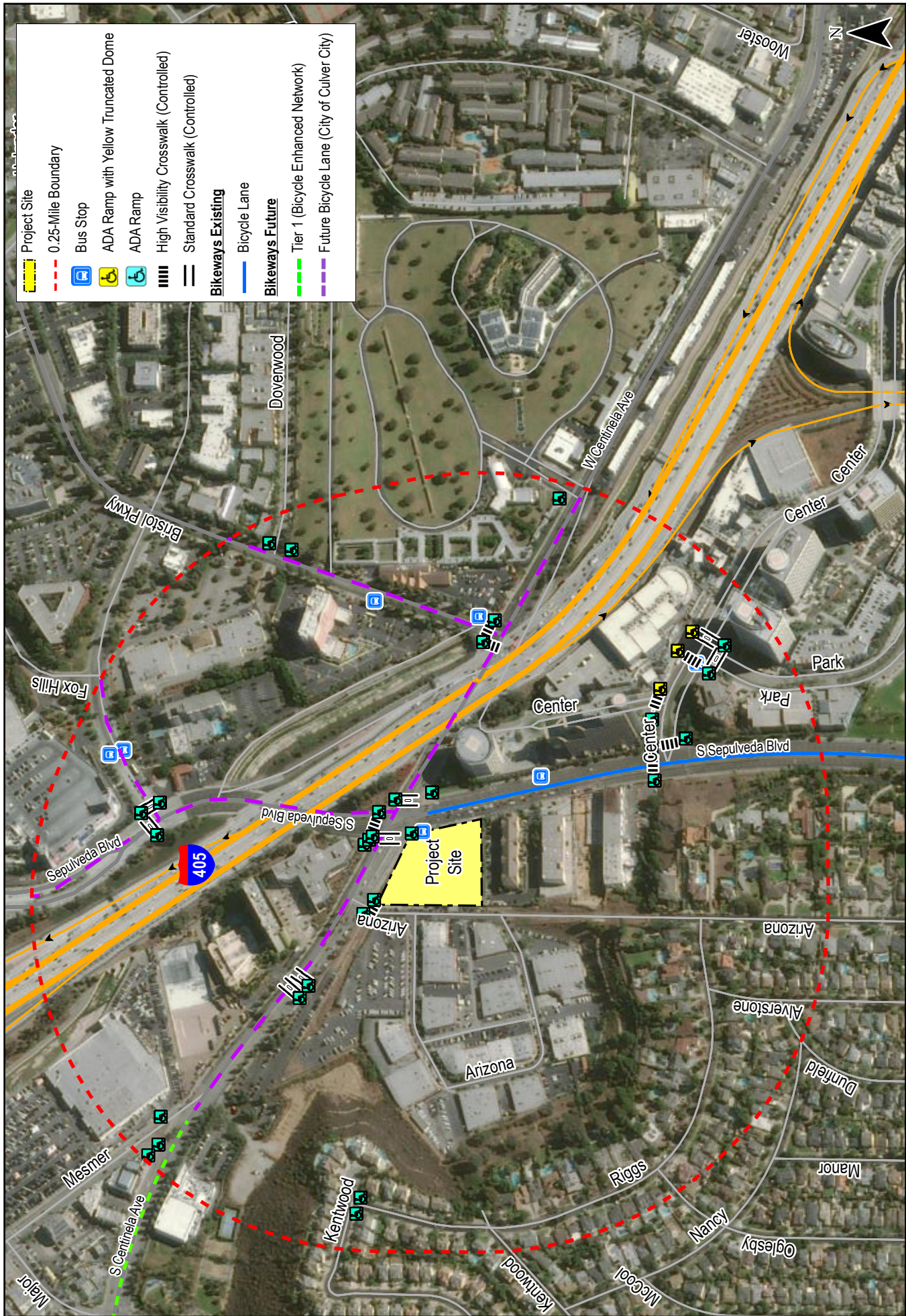


Figure 3-2  
Facilities Inventory

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- Pedestrian crossing signals and push buttons are presently included as part of the traffic signal controls at the nearby signalized intersections that are noted in *Figure 3–2*.

The Project has been designed to encourage pedestrian activity and walking as a transportation mode. Pedestrian access to the Project will be provided via entrances along Sepulveda Boulevard and Arizona Avenue. Separate pedestrian entrances will be provided for the new restaurant, the existing Dinah's Family Restaurant, and the residential components of the Project. Additionally, the Project proposes to provide a paseo which will provide a pedestrian access point along Centinela Avenue, at the northeasterly portion of the Project Site. Furthermore, the Project will improve the sidewalks along the Sepulveda Boulevard and Arizona Avenue property frontages to enhance the pedestrian experience and ensure ADA compliance.

The City's Mobility Plan 2035<sup>5</sup> identifies a collection of arterial streets, known as Pedestrian Enhanced Districts (PEDs), where pedestrian improvements could be prioritized to provide enhanced walking connections to and from the major destinations within communities. The arterials within a quarter-mile radius of the Project Site that have been identified as PEDs are presented in *Figure 3–3*. Mobility Plan 2035 also identifies a collection of streets, known as the Neighborhood Enhanced Network (NEN), that provide comfortable and safe routes for non-motorized modes of travel such as walking. Roadways within the NEN within one-quarter mile of the Project Site are presented in *Figure 3–4*.

### 3.1.2 **Bicycle Network**

Bicycle access to the Project Site is facilitated by the City's bicycle roadway network. Existing bicycle facilities (e.g., Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, Bicycle Friendly Streets, etc.) identified in the City's 2010 Bicycle Plan are located within the immediate vicinity of the Project Site.<sup>6</sup> The 2010 Bicycle Plan goals and policies have been folded into Mobility Plan 2035 to reflect a commitment to a balanced, multi-modal viewpoint.

Within the City, Class II Bicycle Lanes are currently provided in each direction on Sepulveda Boulevard, south of Centinela Avenue within the Project study area. Within Mobility Plan 2035, Centinela Avenue is included within the Tier I Bicycle Enhanced Network. Class II Bicycle Lanes are planned for Centinela Avenue in the future.

Bicycle infrastructure is not currently provided on roadways within the City of Culver City's jurisdiction within one-quarter mile of the Project Site. However, bicycle infrastructure is planned for these roadways in the future. Specifically, Class II Bicycle Lanes are planned on Green Valley Circle, Bristol Parkway, and Centinela Avenue, west of Sepulveda Boulevard. Additionally, Class IV Separated Bikeways are planned for Sepulveda Boulevard, north of

<sup>5</sup> *Mobility Plan 2035*, Los Angeles Department of City Planning, December 2015.

<sup>6</sup> *2010 Bicycle Plan*, Los Angeles Department of City Planning, Adopted March 1, 2011. As noted in *Mobility Plan 2035*, the 2010 Bicycle Plan and policies have been folded into the Mobility Plan to reflect a commitment to a balanced, multi-modal viewpoint.



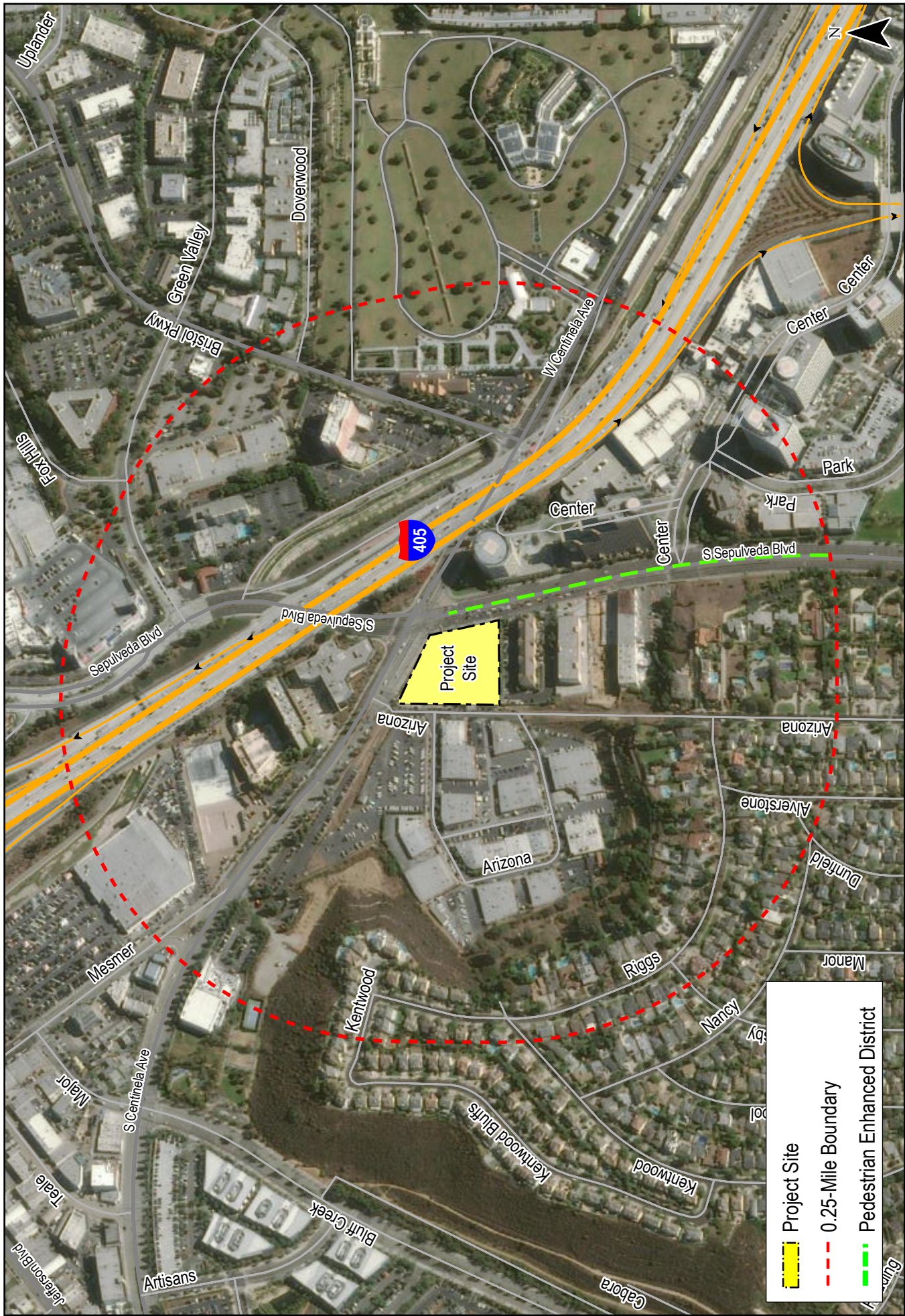


Figure 3-3  
Pedestrian Enhanced Districts





Figure 3-4  
Neighborhood Enhanced Network

Sepulveda/Centinela Mixed-Use Project

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LAW &  
GREENSPAN  
engineers



Centinela Avenue and Centinela Avenue, east of Sepulveda Boulevard. The existing and planned bicycle facilities within one-quarter mile of the Project Site are shown in **Figure 3-5**.

## **3.2 Transit Framework**

The Project Site is currently served by many local lines and regional/commuter lines via stops located within convenient walking distance along Sepulveda Boulevard and Centinela Avenue. Public transit service in the Project Site area is currently provided by the Los Angeles County Metropolitan Transit Authority (Metro) and the City of Culver City. A summary of the existing transit service with stops within one-quarter mile of the Project Site, including the transit route, destinations and peak hour headways, is presented in **Table 3-1**. The existing public transit routes in the Project Site vicinity are illustrated in **Figure 3-6**.

Mobility Plan 2035 identifies a collection of streets, known as the Transit Enhanced Network (TEN), where improvements, in collaboration with transit operators, aim to provide reliable and frequent service that is convenient and safe, increase transit ridership, reduce single-occupancy vehicle trips and integrate transit infrastructure improvements with the identity of the surrounding street. Potential enhancements range from streetscape improvements, installation of transit shelters, or installation of dedicated transit lanes. As shown in **Figure 3-7**, Sepulveda has been included within the TEN.

## **3.3 Vehicle Network**

### **3.3.1 Regional Highway Access**

Regional vehicular access to the Project Site is primarily provided by the I-405 (San Diego) Freeway and SR-90 (Marina) Freeway. Brief descriptions of the I-405 Freeway and SR-90 Freeway are provided in the following paragraphs.

*I-405 (San Diego) Freeway* is a north-south oriented freeway that extends across southern California from the Granada Hills area of the City to Irvine. In the Project vicinity, six freeway lanes (five mixed-flow lanes and one carpool lane) are provided in each direction on the I-405 Freeway with auxiliary merge/weave lanes provided between some interchanges. Northbound and southbound ramps are provided on the I-405 Freeway at Jefferson Boulevard and Howard Hughes Parkway in the Project vicinity and are located approximately one mile northwest and 0.9 mile southeast of the Project Site, respectively.

*SR-90 (Marina) Freeway* is an east-west oriented State Highway that locally extends Culver City to Marina del Rey. In the immediate vicinity of the Project Site, SR-90 is known as the Marina Freeway. West of Culver Boulevard, SR-90 is known as the Marina Expressway and provides at-grade intersections. In the Project study area, three mixed-flow lanes are provided in each direction on the SR-90 Freeway with auxiliary merge/weave lanes provided between some interchanges. Eastbound and westbound ramps are provided on the SR-90 Freeway at Centinela Avenue in the Project vicinity and are located approximately 1.4 miles northwest of the Project Site. Additionally, a westbound off-ramp and eastbound on-ramp are provided on the SR-90 Freeway at Slauson Avenue and are located approximately one mile northeast of the Project Site.





Table 3-1  
EXISTING PUBLIC TRANSIT ROUTES [1]

08-Jul-21

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES DURING PEAK HOUR		
			DIR	AM	PM
Metro 108	Pico Rivera to Marina del Rey (via Slauson Avenue)	Sepulveda Boulevard, Green Valley Circle	EB WB	8 8	6 9
Metro 110	Bell Gardens to Playa Vista (via Jefferson Boulevard and Gage Avenue)	Sepulveda Boulevard, Green Valley Circle, Bristol Parkway, Centinela Avenue	EB WB	2 2	3 3
CCB Line 2	Culver City Transit Center to Venice High School (via Inglewood Boulevard)	Sepulveda Boulevard, Bristol Parkway Centinela Avenue	EB WB	1 1	1 1
CCB Line 3	Century City to Mesmer/Centinela (via Overland Avenue)	Sepulveda Boulevard, Bristol Parkway Centinela Avenue	NB SB	2 1	2 2
CCB Line 6	UCLA to Aviation Green Line Station (via Sepulveda Boulevard)	Sepulveda Boulevard	NB SB	5 4	2 2
CCB Rapid Line 6	UCLA to Aviation Green Line Station (via Sepulveda Boulevard)	Sepulveda Boulevard	NB SB	3 4	3 4
<b>Total</b>				<b>41</b>	<b>38</b>

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro) website, 2021.  
Culver CityBus (CCB) website, 2021.



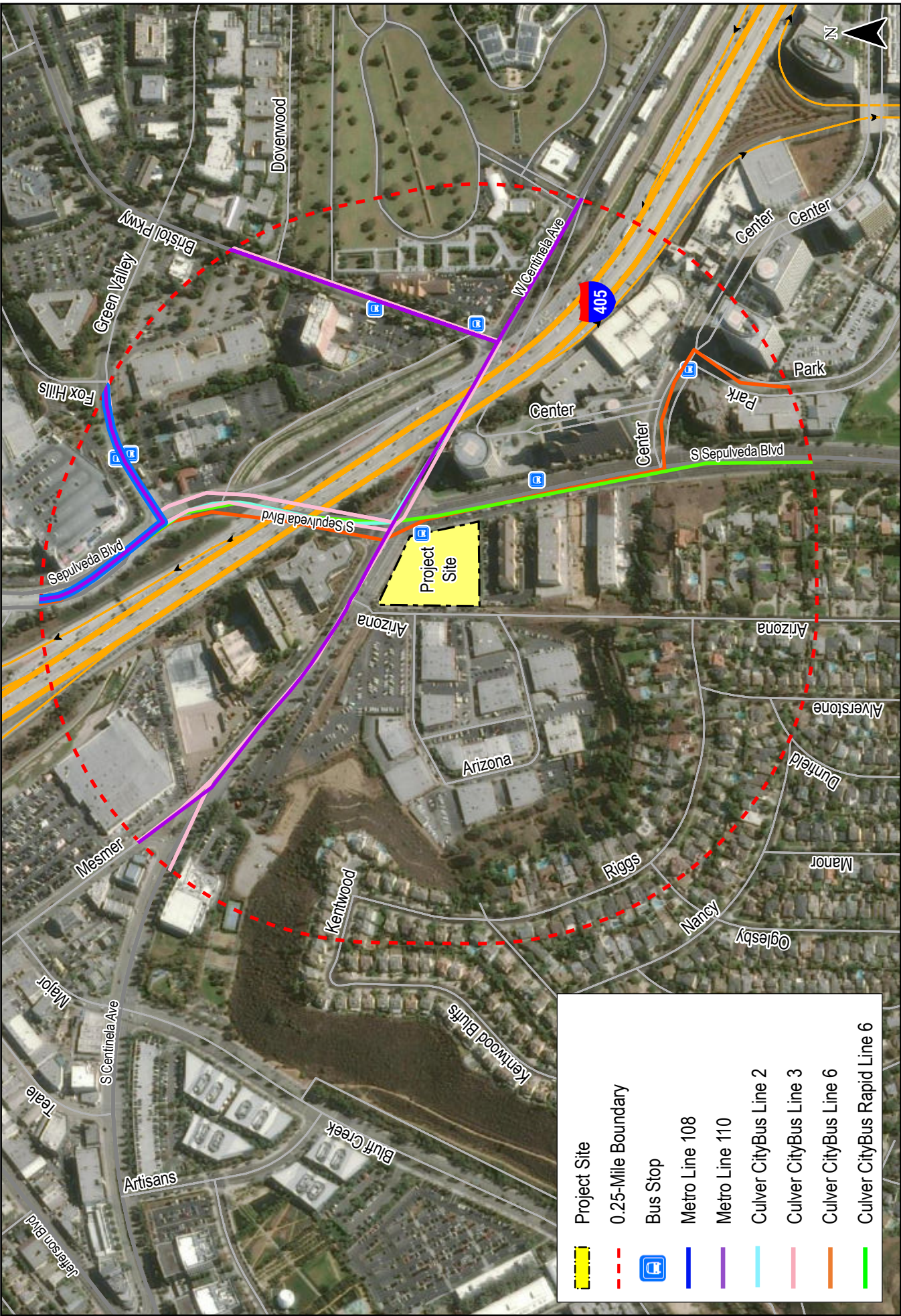


Figure 3-6  
Existing Public Transit Routes

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Figure 3-7  
Transit Enhanced Network  
Sepulveda/Centinela Mixed-Use Project



### 3.3.2 Local Roadway System

The following intersections were selected in consultation with LADOT and City of Culver City staff for analysis of potential traffic operations deficiencies due to the Project:

1. Bluff Creek Drive – Major Street / Centinela Avenue (City of Los Angeles)
2. Arizona Avenue / Centinela Avenue (City of Culver City)
3. Arizona Avenue / Arizona Avenue Driveway (City of Los Angeles)
4. Sepulveda Boulevard / Green Valley Circle (City of Culver City)
5. Sepulveda Boulevard / Centinela Avenue (City of Culver City)
6. Sepulveda Boulevard / Sepulveda Boulevard Driveway (City of Los Angeles)
7. Sepulveda Boulevard / Center Drive (City of Los Angeles)
8. Sepulveda Boulevard / Howard Hughes Parkway (City of Los Angeles)
9. Bristol Parkway / Centinela Avenue (City of Culver City)

Seven of the of nine study intersections are presently controlled by traffic signals. The existing Arizona Avenue and Sepulveda Boulevard driveways to remain are two-way stop-controlled intersections (i.e., a stop sign faces the outbound driveway approach). The existing lane configurations at the nine study intersections are displayed in **Figure 3–8**.

The City of Culver City plans future modifications to the Sepulveda Boulevard / Centinela Boulevard intersection. Specifically, Sepulveda Boulevard will be restriped to provide three northbound left-turn lanes. Additionally, the median island at the southeast corner of the intersection will be modified to maintain the third northbound through lane and the northbound right-turn only lane. Additionally, the southbound right-turn only lane will become yield-controlled.

As part of the residential project currently under construction at 6733 Sepulveda Boulevard<sup>7</sup>, the Sepulveda Boulevard / Center Drive intersection will be modified to provide ingress and egress to the project as the new eastbound approach of the intersection. The northbound Sepulveda Boulevard approach and westbound Center Drive approach will be restriped to allow for vehicular ingress to the project site. The new eastbound approach will be striped with a shared left /through/right lane. It is anticipated that completion of the intersection modifications described above will be completed prior to the construction and occupancy of the Project. The future lane configurations at the nine study intersections are displayed in **Figure 3–9**.

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<sup>7</sup> *Traffic Assessment for the Proposed 176 Unit Residential Apartment Project Located at 6733 Sepulveda Boulevard*, LADOT, April 1, 2016.

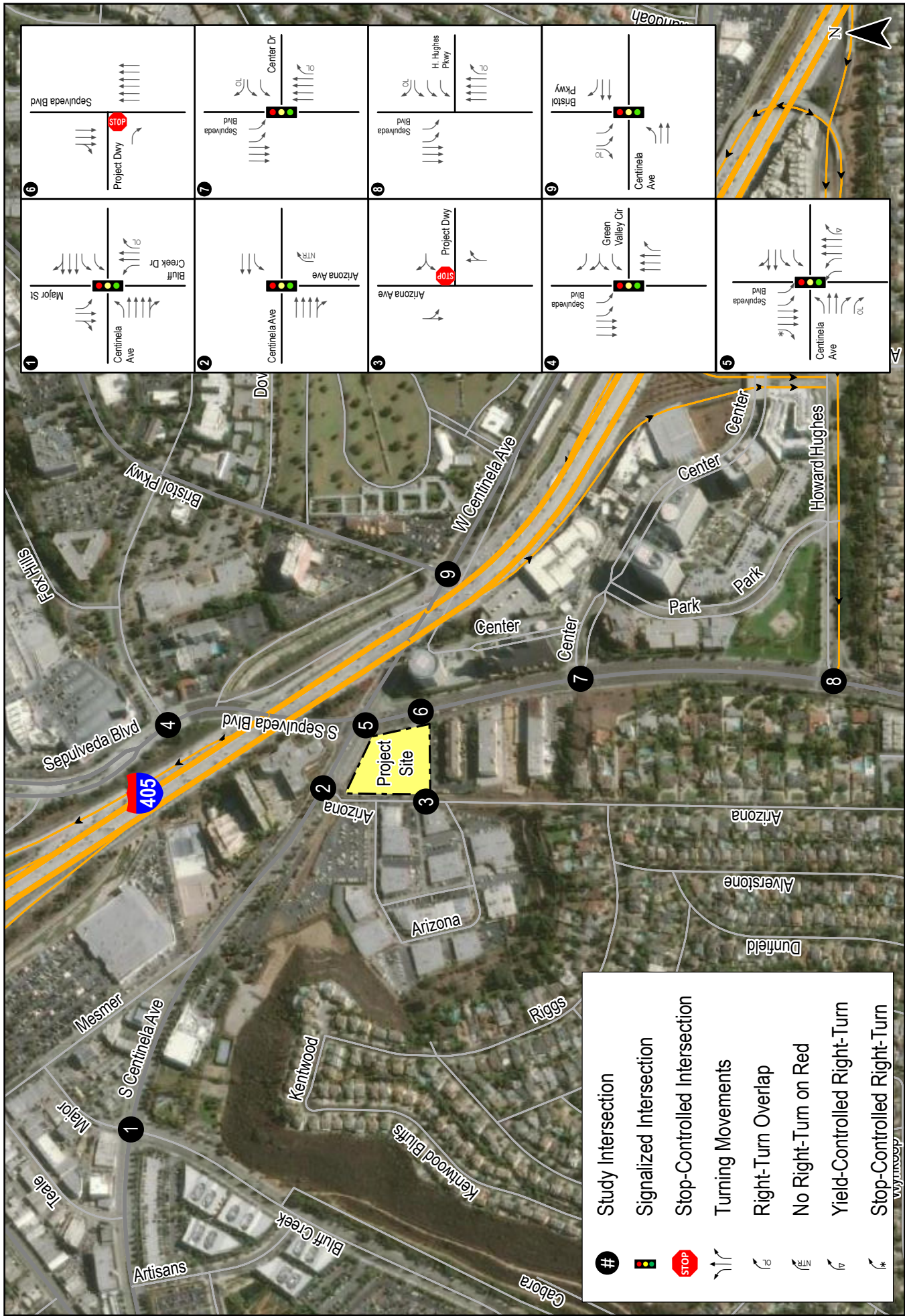
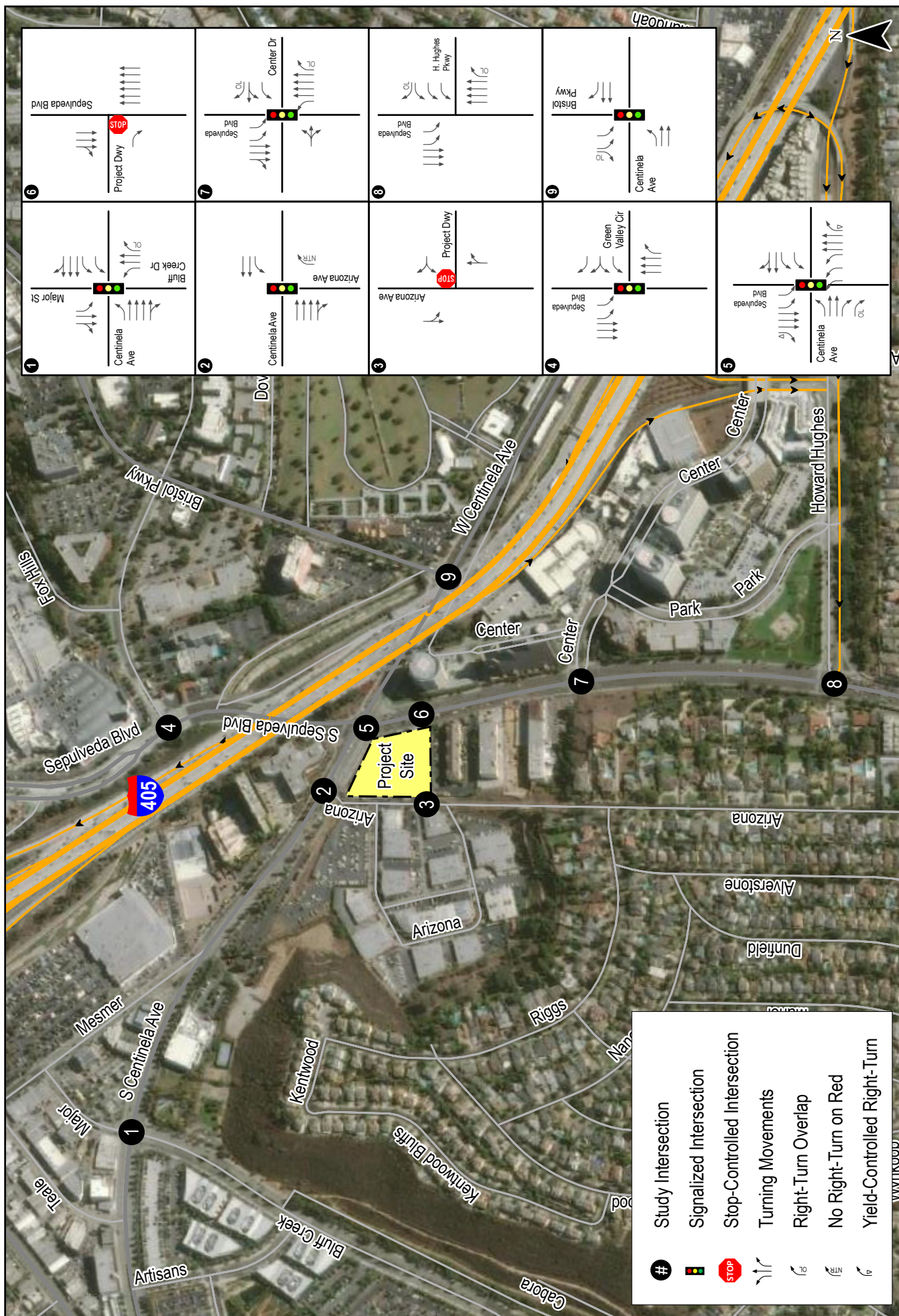


Figure 3-8  
Existing Lane Configurations





### 3.3.3 Roadway Descriptions

Immediate access to the Project Site is provided via Sepulveda Boulevard and Arizona Avenue. A brief description<sup>8</sup> of the roadways in the Project vicinity is provided in the following paragraphs.

*Bluff Creek Drive* is an east-west oriented roadway that is located west of the Project Site. East of Wayne's Way, Bluff Creek Drive curves to become a north-south oriented roadway. Within the Project study area, Bluff Creek Drive is designated as a Local Street – Standard by the City. West of Wayne's Way, two through travel lanes are provided in each direction on Bluff Creek Drive within the Project study area. East of Wayne's Way, three through travel lanes are provided in each direction on Bluff Creek Drive within the Project study area. Separate exclusive left- and right-turn lanes are provided in the northbound direction on Bluff Creek at the Centinela Avenue intersection. North of Centinela Avenue, Bluff Creek Drive becomes Major Street. Bluff Creek Drive has a posted speed limit of 35 miles per hour within the Project study area.

*Major Street* is a north-south oriented roadway located west of the Project Site. Within the Project study area, Major Street is designated as a Local Street – Standard by the City. One through travel lane is provided in the southbound direction on Major Street within the Project study area. Two through travel lanes are provided in the northbound direction on Major Street within the Project study area. A separate exclusive left-turn lane is provided in the southbound direction on Major Street at the Centinela Avenue intersection. South of Centinela Avenue, Major Street becomes Bluff Creek Drive. There is no speed limit posted on Major Street within the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with California Vehicle Code Section 22352(b)(1).

*Arizona Avenue* is a north-south oriented roadway that borders the Project Site to the west. Within the Project study area, Arizona Avenue is designated as a Local Street – Standard by the City. One through travel lane is provided in each direction on Arizona Avenue within the Project study area. A separate exclusive right-turn lane is provided in the northbound direction on Arizona Avenue at the Centinela Avenue intersection. There is no speed limit posted on Arizona Avenue within the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with California Vehicle Code Section 22352(b)(1).

*Sepulveda Boulevard* is a north-south oriented roadway that borders the Project Site to the east. Within the Project study area, Sepulveda Boulevard is designated as a Boulevard I by the City and as a Primary Artery by the City of Culver City. Three through travel lanes are generally provided in each direction on Sepulveda Boulevard within the Project study area. Four through travel lanes are provided in the northbound direction between the Centinela Avenue and Howard Hughes Parkway intersections. Separate exclusive left- and right-turn lanes are provided in each direction on Sepulveda Boulevard at major intersections. Sepulveda Boulevard has a posted

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<sup>8</sup> For reference, the street descriptions provided include designations under *Mobility Plan 2035* and the Mobility Element of the *Culver City General Plan*, City of Culver City, July 1996.

speed limit of 35 miles per hour north of Centinela Avenue within the Project study area and a posted speed limit of 45 miles per hour south of Centinela Avenue within the Project study area.

*Bristol Parkway* is a north-south oriented roadway located east of the Project Site. Within the Project study area, Bristol Parkway is designated as a Secondary Artery by the City of Culver City. One to two through travel lanes are provided in the northbound direction on Bristol Parkway within the Project study area. Two through travel lanes are provided in the southbound direction on Bristol Parkway within the Project study area. Separate exclusive left- and right-turn lanes are provided in the southbound direction on Bristol Parkway at the Centinela Avenue intersection. Bristol Parkway has a posted speed limit of 35 miles per hour within the Project study area.

*Centinela Avenue* is an east-west oriented roadway located north of the Project Site. Within the Project study area, Sepulveda Boulevard is designated as a Boulevard II by the City and as a Primary Artery by the City of Culver City. West of Arizona Avenue, three through travel lanes are provided in the westbound direction and four through travel lanes are provided in the eastbound direction on Centinela Avenue within the Project study area. East of Arizona Avenue, two through travel lanes are provided in each direction on Centinela Avenue within the Project study area. Separate exclusive left-turn lanes are provided in each direction on Centinela Avenue at major intersections. Separate exclusive right-turn lanes are provided on Centinela Avenue in the eastbound direction at the Centinela Avenue intersection and in the westbound direction at the Bristol Parkway intersection. Centinela Avenue has a posted speed limit of 35 miles per hour within the Project study area.

*Center Drive* is a northwest-southeast oriented roadway located south of the Project Site. Within the Project study area, Center Drive is designated as a Local Street – Standard by the City. Two through travel lanes are provided in each direction on Center Drive within the Project study area. Separate exclusive left- and right-turn lanes are provided in the westbound direction on Center Drive at the Sepulveda Boulevard intersection. As mentioned above, Center Drive currently terminates at Sepulveda Boulevard. As part of the residential project currently under construction at 6733 Sepulveda Boulevard, the Sepulveda Boulevard / Center Drive intersection will be modified to provide ingress and egress to the project as the new eastbound approach of the intersection. There is no speed limit posted on Center Drive within the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with California Vehicle Code Section 22352(b)(1).

*Howard Hughes Parkway* is an east-west oriented roadway located south of the Project Site. Within the Project study area, Howard Hughes Parkway is designated as a Boulevard II by the City. Two through travel lanes are provided in the eastbound direction and three through travel lanes are provided in the westbound direction on Howard Hughes Parkway within the Project study area. Separate exclusive left- and right-turn lanes are provided in the westbound direction on Howard Hughes Parkway at the Sepulveda Boulevard intersection. Howard Hughes Parkway has a posted speed limit of 35 miles per hour within the Project study area.

### 3.3.4 City of Los Angeles High Injury Network

Vision Zero<sup>9</sup> is a citywide initiative which prioritizes the safety of pedestrians and bicyclists on public streets, with the understanding that roads which are safe for vulnerable users will be safer for all users, in an effort to eliminate traffic fatalities. Key elements of the policy, such as reducing traffic speeds, are founded on the principles of engineering, education, enforcement, evaluation, and equity. Originating in Sweden, the policy has been adopted in numerous other North American cities, including California cities such as San Francisco and San Diego.

Mayor Eric Garcetti issued Executive Directive No. 10 in August 2015, formally launching the Vision Zero initiative in Los Angeles. Vision Zero is also a stated safety objective in the Mobility Plan 2035, which sets the goal of zero traffic deaths by 2035. Jointly directed by LADOT and the Police Department, Vision Zero takes a multi-disciplinary approach to identifying safety risk factors and implementing solutions on a citywide scale. Using a methodology originally developed by the San Francisco Public Health Department, the Vision Zero Task Force has identified streets where investments in safety will have the most impact in reducing severe injuries and traffic fatalities in the City. These roads are collectively known as the High Injury Network (HIN). The HIN will be reviewed by the LADOT's Vision Zero group for potential engineering re-design as well as educational and enforcement campaigns.

If a proposed project results in significant transportation impacts, LADOT's Vision Zero group will review those specific locations and immediate vicinity for potential safety enhancements that are consistent with the City's Vision Zero initiative. As no roads within the direct vicinity of the Project Site have been identified within the HIN, the need for potential safety enhancement consistent with the City's Vision Zero initiative is not anticipated.

### 3.4 Traffic Counts

In April 2020, LADOT issued guidance<sup>10</sup> to transportation consultants related to traffic count data to be used in transportation assessments prepared in accordance with the City's TAG. Because traffic count data could not be collected at the study intersections due to the COVID-19 pandemic, LADOT has directed transportation consultants to use historical data, with appropriate modifications to represent current (pre-pandemic) traffic volume conditions. For this transportation assessment, the following techniques were used to estimate current year (2021) peak hour turning movement traffic volumes at the study intersections:

- Bluff Creek Drive – Major Street / Centinela Avenue: Peak hour traffic volume data collected at this intersection in 2016 were increased by a 1.0% annual traffic growth rate through the year 2021 to estimate current year traffic volumes. Further discussion of the annual traffic growth rate is provided in Section 3.5.2.

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<sup>9</sup> Vision Zero Los Angeles 2015-2025, August 2015.

<sup>10</sup> *Pandemic-related updates to LADOT's Transportation Assessment Requirements*, LADOT, April 17, 2020.



- Arizona Avenue / Centinela Avenue: Peak hour traffic volume data collected at this intersection in 2017 were increased by a 1.0% annual traffic growth rate through the year 2021 to estimate current year traffic volumes.
- Arizona Avenue / Arizona Avenue Driveway: The northbound and southbound through volumes were derived based on the 2017 turning movement counts and derived through volumes from the Arizona Avenue / Centinela Avenue intersection. Turning movements at the intersection were derived based on application of trip generation rates to the restaurant and commercial floor area within the existing Project Site. The existing Project Site trips were assigned to the existing Project Site driveways, including the intersection. *Table 2-1* presents the trip generation forecast for the restaurant and commercial floor area within the existing Project Site. The general, directional traffic distribution patterns for the existing Project Site are presented in *Figure 2-3*.
- Sepulveda Boulevard / Green Valley Circle: Peak hour traffic volume data collected at this intersection in 2017 were increased by a 1.0% annual traffic growth rate through the year 2021 to estimate current year traffic volumes.
- Sepulveda Boulevard / Centinela Avenue: Peak hour traffic volume data collected at this intersection in 2019 were increased by a 1.0% annual traffic growth rate through the year 2021 to estimate current year traffic volumes.
- Sepulveda Boulevard / Sepulveda Boulevard Driveway: The northbound and southbound through volumes were derived based on the 2019 turning movement counts and derived through volumes from the Sepulveda Boulevard / Centinela Avenue intersection. Turning movements at the intersection were derived based on application of trip generation rates to the restaurant and commercial floor area within the existing Project Site. The existing Project Site trips were assigned to the existing Project Site driveways, including the intersection. *Table 2-1* presents the trip generation forecast for the restaurant and commercial floor area within the existing Project Site. The general, directional traffic distribution patterns for the existing Project Site are presented in *Figure 2-3*.
- Sepulveda Boulevard / Center Drive: Peak hour traffic volume data collected at this intersection in 2017 were increased by a 1.0% annual traffic growth rate through the year 2021 to estimate current year traffic volumes.
- Sepulveda Boulevard / Howard Hughes Parkway: Peak hour traffic volume data collected at this intersection in 2017 were increased by a 1.0% annual traffic growth rate through the year 2021 to estimate current year traffic volumes.
- Bristol Parkway / Centinela Avenue: Peak hour traffic volume data collected at this intersection in 2017 were increased by a 1.0% annual traffic growth rate through the year 2021 to estimate current year traffic volumes.

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in **Figure 3–10**. Summary data worksheets of the manual traffic counts at the study intersections are contained in **Appendix C**.

### **3.5 Cumulative Development Projects**

#### **3.5.1 Related Projects**

A forecast of on-street traffic conditions prior to occupancy of the Project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the Project can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information on file at LADOT and the City of Culver City. Per the TAG, related projects within a radius of one-quarter mile from the farthest outlying study intersection should be included. Therefore, related projects within a 0.66-mile radius (one-quarter mile past the farthest outlying study intersection, Sepulveda Boulevard / Howard Hughes Parkway) of the Project Site were included. The list of related projects in the Project Site area is presented in **Table 3–2**. The location of the related projects is shown in **Figure 3–11**.

As noted in Section 3.4, peak hour traffic volume data was collected at the study intersections in 2016, 2017, and 2019. The Hanover West LA project located at 6711 Sepulveda Boulevard has been completed. However, as noted in Section 3.4, peak hour traffic volume data was collected at the study intersections in 2016, 2017, and 2019, and these projects had yet to be completed. The completed project has been included in the cumulative baseline to provide a complete forecast of on-street traffic conditions prior to occupancy of the Project.

Traffic volumes expected to be generated by the related project were calculated using rates provided in the *ITE Trip Generation Manual*. The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in **Table 3–2**. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in **Figure 3–12**.

#### **3.5.2 Ambient Traffic Growth**

In order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of 1.0% per year to and including the year 2026 (i.e., the anticipated year of Project buildout). The ambient growth factor was based on general traffic growth factors provided in the *2010 Congestion Management Program for Los Angeles County* ("CMP manual") and determined in consultation with LADOT staff. It is noted that based on review of the general traffic growth factors provided in the CMP manual for the Project Site area (i.e., Regional Statistical Area [RSA] 16, Santa Monica, which includes the Project Site), it is anticipated that the existing traffic volumes are expected to increase at an annual rate of approximately 0.31% per year between the years 2015 and 2026. Thus, application of an annual growth factor of 1.0% annual growth results in a conservative, worst-case forecast of future traffic volumes in the area as it substantially exceeds the annual traffic growth rate published in the CMP manual. Furthermore, the CMP manual's traffic growth rate is intended to anticipate

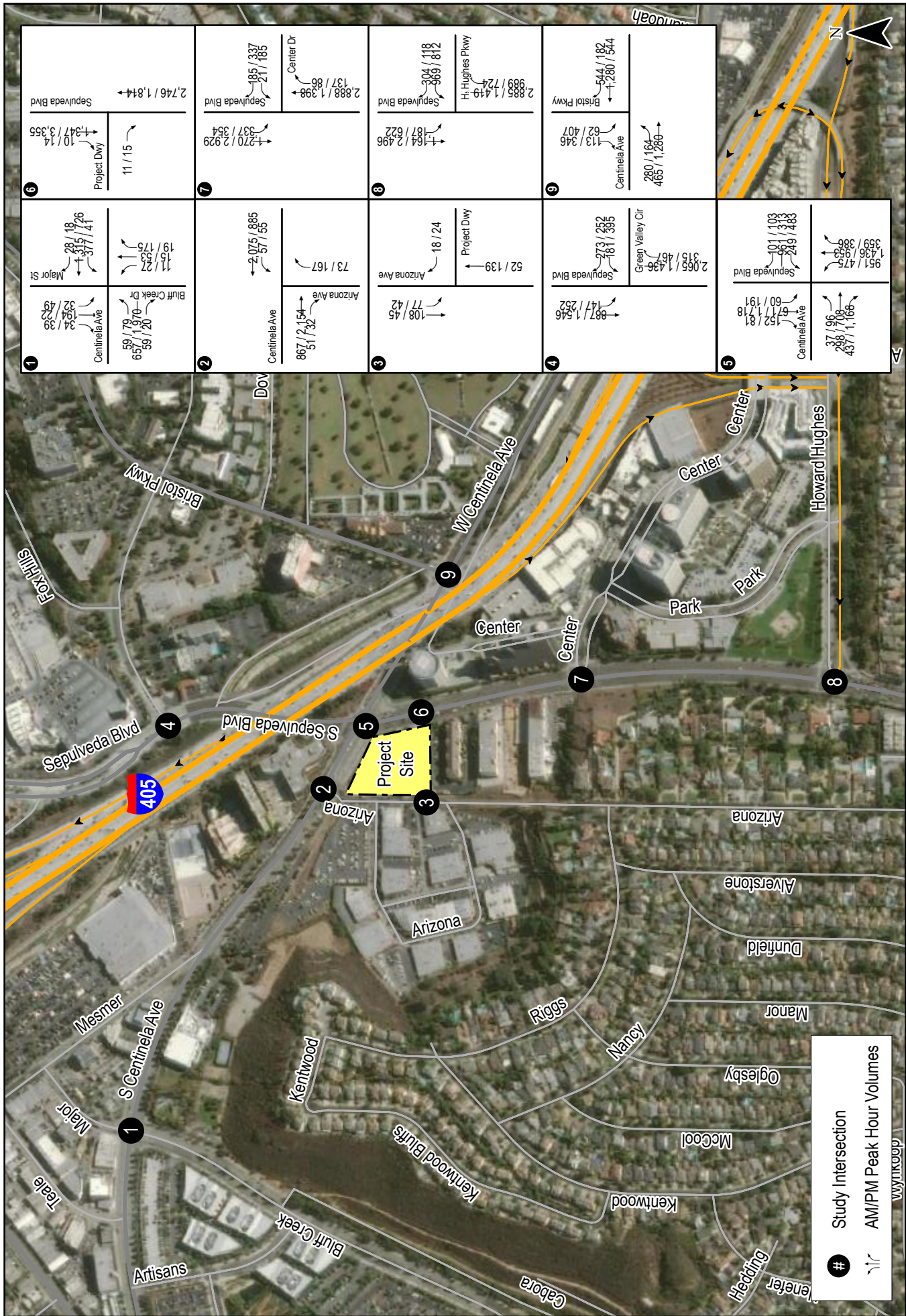


Figure 3-10  
Existing Traffic Volumes

**Table 3-2  
RELATED PROJECTS LIST AND TRIP GENERATION [1]**

06-Jul-21

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
City of Los Angeles													
LA1	6733 S. Sepulveda Boulevard Residential	Under Construction	6733 S. Sepulveda Boulevard	Apartments Office	176 DU (39,031) GSF		270	(31)	55	24	16	6	22
LA2	11869 S. Teale Street Office	Proposed	11869 S. Teale Street	Office Warehouse	29,819 GSF (26,687) GSF		240	35	5	40	10	59	69
LA3	11811 S. Teale Street Office	Proposed	11811 S. Teale Street	Office	10,925 GSF		121	15	2	17	5	26	31
LA4	Hanover West LA	Completed	6711 S. Sepulveda Boulevard	Apartments	180 DU		1,063	17	70	87	73	37	110
City of Culver City													
CC1	Entrada Office Tower	Under Construction	6161 Centinela Avenue	Office	281,194 GSF	[3]	2,739	280	46	326	52	271	323
CC2	Bristol Parkway	Proposed	6221-6229 Bristol Parkway	Apartments	712 DU	[4]	5,212	75	253	328	251	148	399
				Live/Work Units	50 DU	[4]	366	5	18	23	18	10	28
				Commercial	20,767 GSF	[5]	784	12	8	20	38	41	79
				Commercial	(60,000) GSF	[5]	(2,265)	(35)	(21)	(56)	(110)	(119)	(229)
TOTAL							8,530	373	436	809	353	479	832

[1] Source: City of Los Angeles Department of Transportation Related Projects List and City of Culver City Active Projects Map.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 710 (General Office Building) trip generation average rates.

[4] ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates.

[5] ITE Land Use Code 820 (Shopping Center) trip generation average rates.



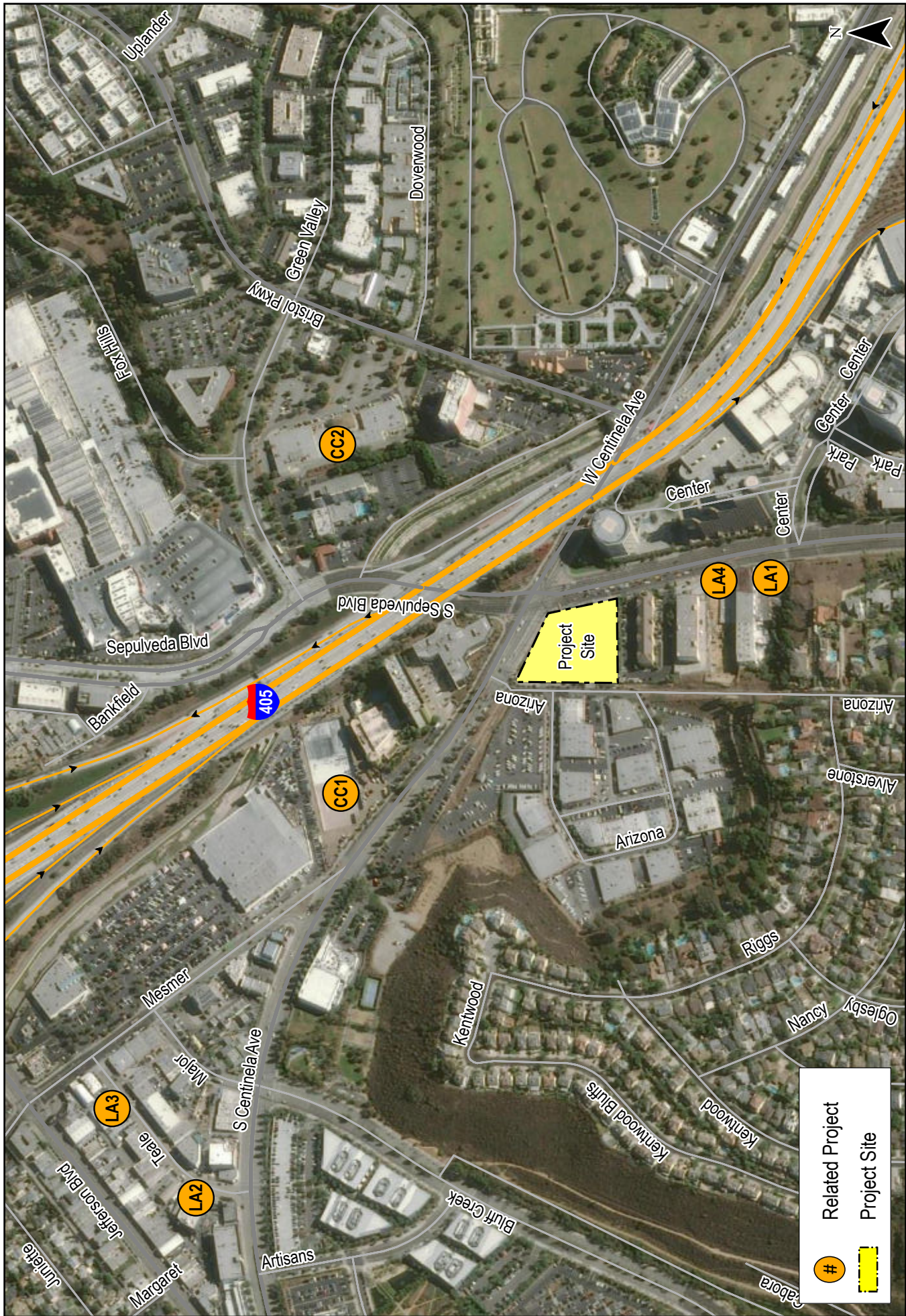


Figure 3-11  
Location of Related Projects

O:\0537\gis  
Date: 6/16/2021  
Time: 4:55 PM



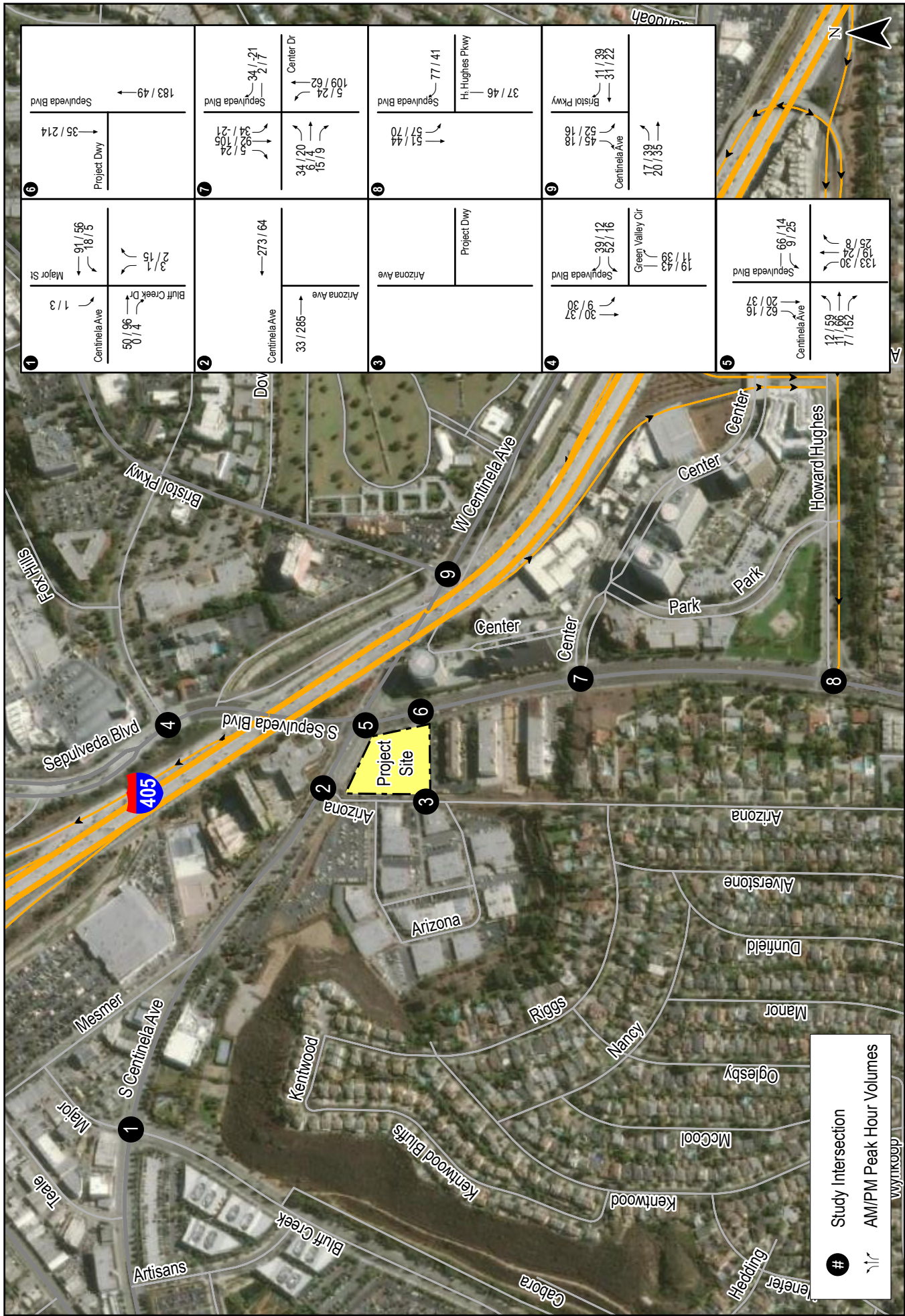


Figure 3-12  
 Related Projects Traffic Volumes

future traffic generated by development projects in the Project vicinity. Thus, the inclusion in this traffic analysis of a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data results in an even more conservative estimate of future traffic volumes at the study intersections.



## 4.0 CEQA ANALYSIS OF TRANSPORTATION IMPACTS

### 4.1 Conflicting with Plans, Programs, Ordinances, or Policies (Threshold T-1)

The City aims to achieve an accessible and sustainable transportation system that meets the needs of all users. The City's adopted transportation-related plans and policies affirm that streets should be safe and convenient for all users of the transportation system, including pedestrians, bicyclists, motorists, public transit riders, disabled persons, senior citizens, children, and movers of commercial goods. Therefore, the transportation requirements for proposed developments should be generally consistent with the City's transportation-related plans and policies.

As stated in Section 2.1.1 of the TAG, proposed projects shall be analyzed to identify potential conflicts with adopted City plans and policies and, if there is a conflict, improvements that prioritize access for and improve the comfort of people walking, bicycling, and riding transit in order to provide safe and convenient streets for all users should be identified. Projects designed to encourage sustainable travel help to reduce vehicle miles traveled. This section provides a review of the screening criteria and a summary of the consistency of the Project with the City's adopted plans and policies.

#### 4.1.1 Screening Criteria

Per Section 2.1.2 of the TAG, if the project requires a discretionary action, and the answer is yes to any of the following questions, further analysis is required to assess whether the Project would conflict with adopted City plans, programs, ordinances, or policies that establish the transportation planning framework for all travel modes:

- 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 requires a discretionary action.
- Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?
  - No, the Project is not known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety.
- 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 line, etc.)?
  - Yes, an 18-foot street dedication requirement and an eight-foot roadway widening improvement is required for Sepulveda Boulevard along the Project Site. Additionally, a one-foot roadway widening improvement is required for Arizona Avenue along the Project Site. The Project Applicant is requesting a Waiver of Dedications and Improvements (WDI) pursuant to LAMC Section 12.37 I.3 to seek

relief from the dedication and improvement requirements as they are not necessary to meet the City's mobility needs as outlined in Mobility Plan 2035. The WDI findings/justifications are provided in *Appendix D*.

As the answer is “yes” to two of the screening criteria questions, further analysis is required to assess whether the Project would conflict with adopted City plans, programs, ordinances, or policies.

#### **4.1.2 Impact Criteria and Methodology**

The impact criteria set forth in Appendix G to the State CEQA Guidelines, as well as Section 2.1.3 of the City's TAG, regarding conflicts with plans, programs, ordinances, or policies (referred to as Threshold T-1 in the TAG) are as follows:

- Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

The threshold test is to assess whether a project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT. Conversely, a project would not always have a significant impact merely based on whether or not it would implement a particular transportation-related program, plan, policy, or ordinance. Many of these programs must be implemented by the City itself over time, and over a broad area, and it is the intention of this threshold test to ensure that proposed development projects and plans do not preclude the City from implementing adopted programs, plans and policies.

The methodology for determining a project's transportation impact associated with conflicts with plans, programs, ordinances, or policies is describe in the TAG as follows:

- A project that generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent. The Project Applicant should review the documents and ordinances identified in the TAG (refer to Table 2.1-1 thereof) for City plans, policies, programs, ordinances and standards relevant to determining project consistency. TAG Attachment D: Plan Consistency Worksheet provides questions that must be answered in order to help guide whether the project conflicts with City circulation system policies. A “yes” or “no” answer to these questions does not determine a conflict. Rather, as indicated in TAG Attachment D, the Project Applicant must provide substantiating information to help determine whether the proposed project precludes the City's implementation of any adopted policy and/or program that was adopted to protect the environment. A mere conflict with adopted transportation related policies, or standards that require administrative relief or legislative change does not in itself constitute an impact.

- If vacation of a public right-of-way, or relief from a required street dedication is sought as part of a proposed project, an assessment should be made as to whether the right-of-way in question is necessary to serve a long-term mobility need, as defined in Mobility Plan 2035, transportation specific plan, or other planned improvement in the future.

Per Section 2.1.4 of the TAG, the analysis of cumulative impacts may be quantitative or qualitative. 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. In addition, the cumulative analysis should also consider planned transportation system improvements within the study area as identified in consultation with LADOT.

Related projects to be considered in the cumulative analysis are known development projects located within a one-half mile radius of the Project Site. Please refer to the list of related projects identified in *Table 3–2* and *Figure 3–11* for the location of the related projects in relation to the Project Site.

#### **4.1.3 Review of Project Consistency**

This section provides a summary of the consistency review that compares the characteristics of the Project and site design features (i.e., including the site access and circulation scheme) with the City’s relevant plans and policies. *Appendix E* provides the Plans, Policies, and Programs Worksheet from the TAG, and provide additional detail regarding the plans, programs, ordinances, and policies review.

As confirmed in *Appendix E*, the Project would not conflict with the relevant City plans, policies and programs and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. The Project Applicant is requesting a WDI pursuant to LAMC Section 12.37 I.3 to seek relief from the dedication requirements, as the dedication and improvement requirements are not necessary to meet the City’s mobility needs as outlined in Mobility Plan 2035. As shown in the WDI findings/justifications provided in *Appendix D*, the Project will not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions. The Project will not conflict with any plans or policies that govern the public right-of-way, such as LADOT’s Manual of Policy and Procedures (MPP) Section 321, Driveway Design, and the Citywide Design Guidelines – Guideline 2. The Project has been found to be consistent with the greenhouse gas (GHG) reduction targets forecasted in *Connect SoCal*, the SCAG RTP/SCS. Additionally, the Project has been found to be consistent with the transportation-related elements of the Plan for a Healthy Los Angeles (Healthy LA), Vision Zero, the Mobility Hubs Reader’s Guide, the City’s Walkability Checklist, the Westchester-Playa del Rey Community Plan Community Plan, and the CTCSP.

Therefore, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities, and the impact would therefore be “less than significant”. Furthermore, the Project Applicant will

comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance in LAMC Section 12.26.J) and other requirements pursuant to the LAMC, as well as the TDM requirements of the CTCSP. It is noted that the City's TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms of the proposed TDM Ordinance update, which is expected to be completed prior to the anticipated construction of the Project.

#### **4.1.4 Review of Cumulative Consistency**

Per Section 2.1.4 of the TAG, the analysis of cumulative consistency requires consultation and confirmation with LADOT and the City's Department of City Planning (LADCP).

As with the Project, the related projects will include adequate bicycle facilities and include high density urban uses in proximity to the nearby multimodal transportation facilities. Furthermore, the Entrada Office Tower project, located across Centinela Avenue from the Project Site at 6161 Centinela Avenue, and the residential projects located south of the Project Site at 6711 and 6733 Sepulveda Boulevard are all under construction and will be completed prior to the construction and occupancy of the Project. The related projects, as with the Project, would not conflict with adjacent street designations and classifications. No street widenings would be necessary for these projects. Accordingly, there would be no significant cumulative impacts to which the Project, as well as other nearby related projects contribute to regarding transportation policies or standards adopted to protect the environment and support multimodal transportation options and a reduction in VMT.

Based on the discussion and conclusion in the preceding Section 4.1.3, the guiding language contained in the City's TAG, and review of related projects in the Project vicinity, this documentation is sufficient to demonstrate that there is also no cumulative inconsistency with the City's plans, policies, ordinances and programs, and therefore, the cumulative impacts of the Project would be less than significant. In addition, since the Project does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives, there is no cumulative inconsistency that can be determined.

## **4.2 VMT Analysis (Threshold T-2.1)**

The State of California Governor's Office of Planning and Research (OPR) issued proposed updates to the CEQA Guidelines in November 2017 and an accompanying technical advisory guidance in April 2018 (*OPR Technical Advisory*) that amends the Appendix G question for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in vehicle miles traveled (VMT). Section 15064.3, subdivision (b)(1) states the following:

- Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact.

Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.

Comprehensive updates to the State CEQA Guidelines were certified and adopted by the California Natural Resources Agency in December 2018. Accordingly, the City adopted significance criteria for transportation impacts based on VMT for land use projects and plans in accordance with the amended Appendix G question:

- Threshold T-2.1: For a land use project, would the project conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b)(1)?

For land use projects, the intent of this threshold is to assess whether a land use project causes substantial vehicle miles traveled. The City has developed the following screening and impact criteria to address this question. The criteria below are based on the OPR technical advisory but reflects local considerations.

If the project requires discretionary action, and the answer is no to either T-2.1-1 or T-2.1-2, further analysis will not be required for CEQA Threshold T-2.1, and a “no impact” determination can be made for that threshold:

- T-2.1-1: Would the land use project generate a net increase of 250 or more daily vehicle trips?

For purposes of screening the daily vehicle trips, a proposed project’s daily vehicle trips should be estimated using the City’s VMT Calculator tool or the most recent edition of the ITE *Trip Generation Manual*. TDM strategies should not be considered for the purposes of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits described in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the TAG), the daily vehicle trips generated by the existing or qualified terminated land uses can be estimated using the VMT Calculator tool and subtracted from the proposed project’s daily vehicle trips to determine the net increase in daily vehicle trips.

- T-2.1-2: Would the project generate a net increase in daily VMT?

For the purpose of screening the VMT, a project’s daily VMT should be estimated using the City’s VMT Calculator tool or the City’s Travel Demand Forecasting (TDF) model. TDM strategies should not be considered for the purpose of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits description in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the TAG), the daily VMT generated by the existing or qualified terminated land uses can be estimated using the City VMT Calculator tool and subtracted from the project’s daily VMT to determine the net increase in daily VMT.

In addition to the above screening criteria, the portion of, or the entirety of a project that contains small-scale or local serving retail uses<sup>11</sup> are assumed to have less than significant VMT impacts. If the answer to the following question is no, then that portion of the project meets the screening criteria, and a no impact determination can be made for the portion of the project that contains retail uses. However, if the retail project is part of a larger mixed-use project, then the remaining portion of the project may be subject to further analysis in accordance with the above screening criteria. Projects that include retail uses in excess of the screening criteria would need to evaluate the entirety of the project's VMT, as specified in Subsection 2.2.4 of the TAG.

- If the project includes retail uses, does the portion of the project that contain retail uses exceed a net 50,000 square feet?

#### **4.2.1 Impact Criteria and Methodology**

For development projects, the proposed project will have a potential VMT impact if the project meets the following:

- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located.
- For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located.
- For regional serving retail projects, the project would result in a net increase in VMT.
- For other land use types, measure VMT impacts for the work trip element using the criteria for office projects above.

Different VMT significance thresholds have been established for each APC boundary area as the characteristics of each are distinct in terms of land use, density, transit availability, employment, etc. The City's significance thresholds (i.e., provided on a daily household VMT per capita basis and a daily work VMT per employee basis) for each of the seven APC boundary areas are presented in **Table 4-1**. As the Project Site is located within the West Los Angeles APC, the VMT impact criteria (i.e., 15% below the APC average) applicable to the Project is 7.4 Daily Household VMT per Capita and 11.6 Daily Work VMT per Employee.

The impact methodology set forth in the TAG for a mixed-use project such as the Project is as follows:

- **Mixed-Use Projects.** The project VMT impact should be considered significant if any one (or all) of the project land uses exceed the impact criteria for that particular land use,

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<sup>11</sup> As noted in the TAG, the definition of retail for this purpose includes restaurant.

**Table 4-1**  
**CITY OF LOS ANGELES VMT IMPACT CRITERIA [1]**

AREA PLANNING COMMISSION	15% BELOW APC CRITERIA [2]	
	DAILY HOUSEHOLD VMT PER CAPITA	DAILY WORK VMT PER EMPLOYEE
Central	6.0	7.6
East Los Angeles	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South Los Angeles	6.0	11.6
South Valley	9.4	11.6
<b><u>West Los Angeles</u></b>	<b><u>7.4</u></b>	<b><u>11.1</u></b>

[1] Source: *LADOT Transportation Assessment Guidelines*, July 2020.

[2] The development project will have a potential impact if the project meets the following:

- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the APC area in which the project (refer to above [source: Table 2.2-1 of the TAG]).
- For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located (refer to above [source: Table 2.2-1 of the TAG]).
- For retail projects, the project would result in a net increase in VMT.
- For other land use types, measure VMT impacts for the work trip element using the criteria for office project above (source: Table 2.2-1 of the TAG).



taking credit for internal capture. In such cases, mitigation options that reduce the VMT generated by any or all of the land uses could be considered.

#### **4.2.2 Summary of Project VMT Analysis**

The daily vehicle trips and VMT expected to be generated by the Project were forecast using Version 1.3 of the City's VMT Calculator tool. Copies of the detailed City of Los Angeles VMT Calculator worksheets for the proposed project are contained in *Appendix B*. As indicated in the summary VMT Calculator worksheet, the Project is forecast to generate the following:

- The Project is estimated to generate a total of 2,650 daily vehicle trips and 1,062 net new daily vehicle trips.
- The estimated Daily Household VMT per Capita for the Project is 7.1 Daily Household VMT per Capita, which is less than the West Los Angeles APC significance threshold of 7.4 Daily Household VMT per Capita.
- Per the TAG, the Project's restaurant component, which totals 10,783 square feet, is considered a local-serving retail use. As the restaurant component provides less than 50,000 square feet, the Project's restaurant component would result in a "less than significant" VMT impact.

It is noted that the Project will incorporate three TDM measure as Project Design Features, as described in Section 2.9 herein. Thus, based on the above analyses, the Project is not expected to result in a significant VMT impact. Therefore, no mitigation is necessary as it relates to VMT.

#### **4.2.3 Summary of Cumulative VMT Analysis**

As stated in the City's TAG document (refer to Section 2.2.4 thereof), analyses should consider both short-term and long-term project effects on VMT. Short-term effects are evaluated in the detailed Project-level VMT analysis summarized above. Long-term, or cumulative, effects are determined through a consistency check with the Southern California Association of Government's (SCAG's) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets. As such, projects that are consistent with this plan in terms of development, location, density, and intensity, are part of the regional solution for meeting air pollution and GHG goals. Projects 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, as noted in the City's TAG document, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., VMT per capita or VMT per employee) in the analysis, a less than significant project impact conclusion is sufficient in demonstrating there is no cumulative VMT impact. Projects 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.

Based on the above Project-related VMT analysis and the conclusions reported in Section 4.2.2 (i.e., which conclude that the Project falls under the City's efficiency-based impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), the Project's cumulative VMT impact would be less than significant.

### **4.3 Geometric Design (Threshold T-3)**

As stated in the City's TAG (refer to Section 2.4.1 thereof), impacts regarding the potential increase of hazards due to a geometric design feature generally 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/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections. Evaluation of access impacts require details relative to project land use, size, design, location of access points, etc. These impacts are typically evaluated for permanent conditions after project completion but can also be evaluated for temporary conditions during project construction. Project access can be analyzed in qualitative and/or quantitative terms, and in conjunction with the review of internal site circulation and access to parking areas. All proposed site access points should be evaluated.

#### **4.3.1 Screening Criteria**

If the project requires a discretionary action, and the answer is "yes" to either of the following questions, further analysis will be required to assess whether the project would result in impacts due to geometric design hazards or incompatible uses:

- Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?
  - No, the Project proposes to utilize the existing driveways at the southwesterly portion of the Project Site along the east side of Arizona Avenue and the southeasterly portion of the Project Site along the west side of Sepulveda Boulevard.
- 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 line, etc.)?

As stated in the City's TAG document (refer to Section 2.4.2 thereof), for the purpose of the screening for projects that are making physical changes to the public right-of-way, determine the street designation and improvement standard for any project frontage along streets classified as an Avenue or Boulevard (as designated in the City's General Plan) using the Mobility Plan 2035, or NavigateLA. If any street fronting the project site is an Avenue or Boulevard and it is determined that additional dedication, or physical modifications to the public right-of-way are proposed or required, the answer to this question is yes. For projects not subject to dedication and improvement requirements under the Los Angeles Municipal Code, though the project does propose dedications or

physical modifications to the public right-of-way, the answer to this question is yes. Based on a review of the Project, the following answer is provided:

- Yes, an 18-foot street dedication requirement and an eight-foot roadway widening improvement is required for Sepulveda Boulevard along the Project Site. Additionally, a one-foot roadway widening improvement is required for Arizona Avenue along the Project Site. The Project Applicant is requesting a Waiver of Dedications and Improvements (WDI) pursuant to LAMC Section 12.37 I.3 to seek relief from the dedication and improvement requirements as they are not necessary to meet the City's mobility needs as outlined in Mobility Plan 2035. The WDI findings/justifications are provided in *Appendix D*.

As the answer is “yes” to one of the two screening criteria questions, further analysis is required to assess whether the Project would result in impacts due to geometric design hazards or incompatible uses.

#### **4.3.2 Impact Criteria and Methodology**

The impact criteria set forth in Appendix G of the CEQA Guidelines, as well as the City's TAG for substantially increasing hazards due to a geometric design feature or incompatible use (referred to a Threshold T-3) is defined as follows:

- Threshold T-3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
  - No, the Project would not substantially increase hazards due to a geometric design feature. Primary access the Project Site will continue to be provided via existing driveways along Sepulveda Boulevard and Arizona Avenue. Furthermore, the Additionally, the Project proposes to remove the existing northerly driveway along Arizona Avenue.

Preliminary project access plans are to be reviewed in light of commonly accepted traffic engineering design standards to ascertain whether any deficiencies are apparent in the site access plans which would be considered significant. The determination of significance shall be on a case-by-case basis, considering the following factors:

- The relative amount of pedestrian activity at project access points.
- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.
- The type of bicycle facilities the project driveway(s) crosses and the relative level of utilization.

- The physical conditions of the site and surrounding area, such as curves, slopes, walks, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts.
- The project location, or project-related changes to the public right-of-way, relative to proximity to the High Injury Network or a Safe Routes to School program area.
- Any other conditions, including the approximate location of incompatible uses that would substantially increase a transportation hazard.

With respect to vehicle, bicycle and pedestrian safety impacts, the City's TAG (refer to Section 2.4.4 thereof) indicate that a review of all project access points, internal circulation, and parking access from an operational and safety perspective (for example, turning radii, driveway queuing, line of sight for turns into and out of project driveway[s]) should be conducted. Where project driveways would cross pedestrian facilities or bicycle facilities (bike lanes or bike paths), operational and safety issues related to the potential for vehicle/pedestrian and vehicle/bicycle conflicts and the severity of consequences that could result should be considered. In areas with moderate to high levels of pedestrian or bicycle activity, the collection of pedestrian or bicycle count data may be required.

#### **4.3.3 Qualitative Review of Site Access Points**

As discussed in Section 3.3.2 herein, the Project Site has frontage along Sepulveda Boulevard, a Boulevard I with a posted speed limit of 45 miles per hour, and Arizona Avenue, a Local Street – Standard with an assumed speed limit of 25 miles per hour. The Project will improve the pedestrian experience along these corridors, including at the Project Site access points, which will enhance connections to and from the numerous pedestrian destinations in the direct vicinity of the Project Site. As previously noted, the Project will improve the sidewalks along the Sepulveda Boulevard and Arizona Avenue property frontages to enhance the pedestrian experience and ensure ADA compliance. Additionally, the Project proposes to provide a paseo which will include a pedestrian access point along Centinela Avenue, at the northeasterly portion of the Project Site. The sidewalk and driveway enhancements, as well as the pedestrian paseo from Centinela Avenue will reduce the potential for vehicle/pedestrian conflicts at the driveways. Excellent line of sight is provided for all modes of travel (motorists, pedestrians, and bicyclists) at the Project Site driveways. Improved sidewalks will be provided along both the Project Site's Sepulveda Boulevard and Arizona Avenue frontages, as well as along Centinela Boulevard north of the Project Site, and signalized crossings within convenient walking distance to the Project Site. The Project will not add site access points along the Project Site's Sepulveda Boulevard frontage. The Project will remove one site vehicular site access point along the Project Site's Arizona Avenue frontage, reducing the number of curb cuts along the Project Site's Arizona Avenue frontage from two to one, with the southerly Arizona Avenue Driveway to remain. The Project Site and surrounding area are in good physical condition and located on flat terrain. The physical condition of the Project Site and proposed entry/exit points would be improved in conjunction with the Project, therefore, the potential for vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts would be reduced. Neither Sepulveda Boulevard nor

Arizona Avenue are noted in the City's HIN. Given the existing physical conditions of the Project Site and planned reduction of curb cuts along Arizona Avenue, no safety concerns related to geometric design are noted.

The driveways would be designed to comply with LADOT standards. The driveways would not require the removal or relocation of existing passenger transit stops and would be designed and configured to avoid or minimize potential conflicts with transit services and pedestrian traffic. No security gates or other parking control features are proposed along the Project Site driveways in close proximity to the public right-of-way. As discussed in a following section, no excessive vehicle queuing is anticipated at the Project Site driveways. The driveways will be improved to meet City standards to ensure adequate maneuvering by vehicles entering and exiting the Project Site. Therefore, it can be determined that the Project would not substantially increase hazards due to a geometric design feature or incompatible use, and a less than significant impact determination can be reached.

#### **4.4 Freeway Safety Analysis**

It is noted that the City issued an interim guidance on the preparation of a freeway safety analysis for land use projects.<sup>12</sup> If the answer is yes to the following question, a freeway safety analysis will be required to assess whether the project would lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting freeway off-ramps and vehicles operation on the freeway mainline:

- Does the land use project add 25 or more trips to any nearby freeway off-ramp serving the project site in either the morning or afternoon peak-hour?
  - No, as shown in **Figure 4-1**, the Project does not add 25 or more trips to any nearby freeway off-ramp serving the Project Site in either the morning or afternoon peak hour.

As the answer is “no” to the screening criteria question (i.e., the Project will not add 25 or more trips to nearby freeway off-ramps serving the Project Site during either the AM or PM peak hour), a freeway safety analysis is not required, and both the Project would result in a less than significant freeway safety impact.

#### **4.5 CEQA Transportation Measures**

##### **4.5.1 Transportation Demand Management**

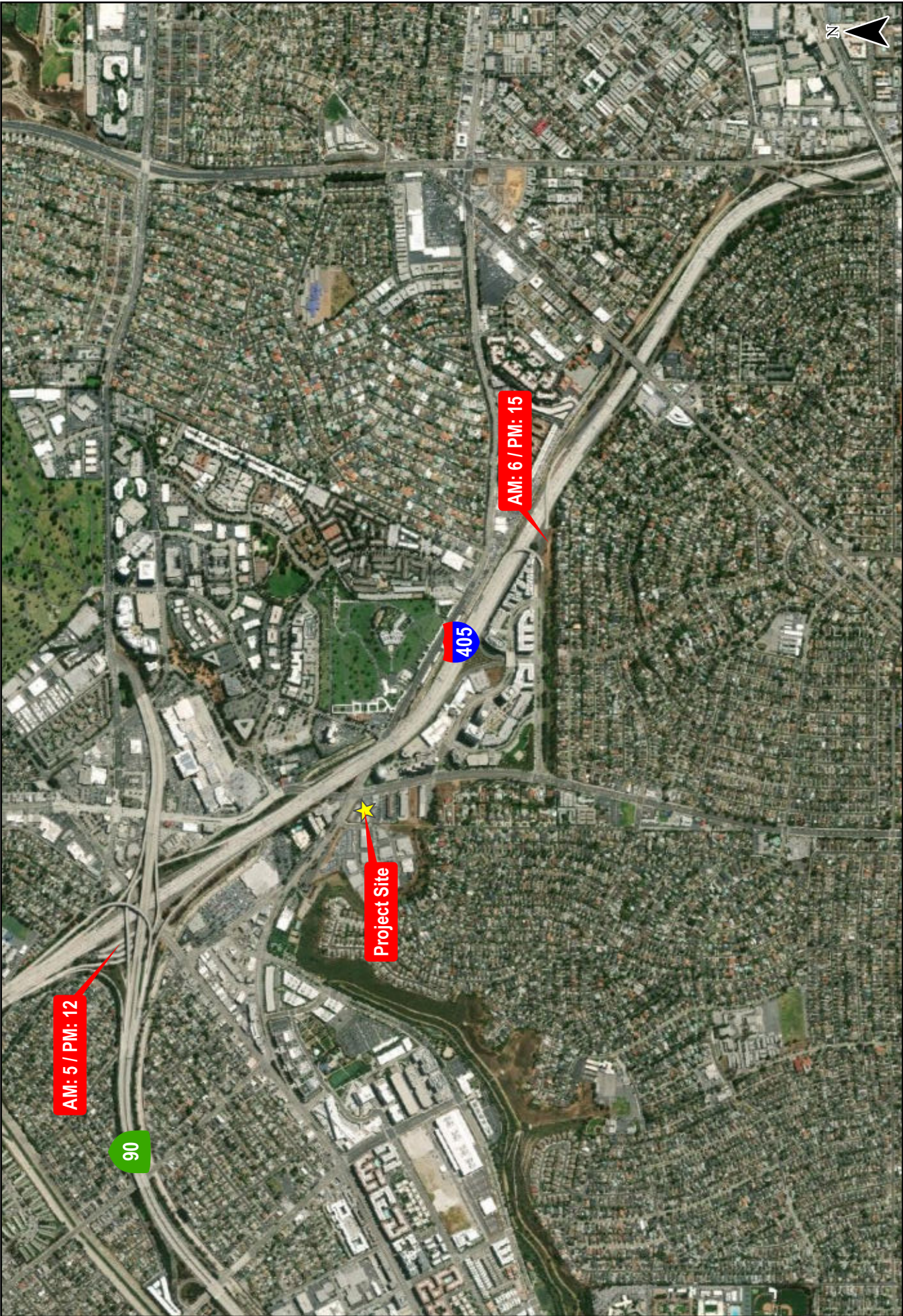
The Project includes three TDM strategies to be implemented as Project Design Features and are described in detail in Section 2.9 above. The TDM strategies include:

- Reduce Parking Supply;

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<sup>12</sup> *LADOT Transportation Assessments – Interim Guidance for Freeway Safety Analysis*, City of Los Angeles Department of Transportation, May 2020.





O:\0537\Figure  
Date: 4/23/2021  
Time: 9:14 AM

Figure 4-1  
Net New Project Freeway Off-Ramp Traffic Volumes

Maxar

LINSCOTT  
LAW &  
GREENSPAN  
engineers

Sepulveda/Centinel Mixed-Use Project



- Promotions and Marketing; and
- Include Bike Parking per LAMC.

The Project Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in the LAMC Section 12.26.J) and the other requirements per the City's Municipal Code, as well as the TDM requirements of the CTCSP. It is noted that the City's TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms of the proposed TDM Ordinance update, which is expected be completed prior to the anticipated construction of the Project.

#### **4.5.2 CEQA Transportation Summary**

Based on the findings above, it can be determined that the Project will not conflict with City plans, policies, ordinances and programs, will not result in a significant VMT impact, will not substantially increase hazards due to a geometric design feature, and will not cause a freeway safety impact. Therefore, a "less than significant" determination can be made as related to the CEQA analysis.



## 5.0 NON-CEQA ANALYSIS

The authority for requiring non-CEQA transportation analysis and potentially requiring improvements to address identified deficiencies lies in the City of Los Angeles' Site Plan Review authority as established in LAMC Section 16.05. As provided in Section 16.05:

“The purposes of site plan review are to promote orderly development, evaluate and mitigate significant environmental impacts, and promote public safety and the general welfare by ensuring that development projects are properly related to their sites, surrounding properties, traffic circulation, sewers, other infrastructure and environmental setting; and to control or mitigate the development of projects which are likely to have a significant adverse effect on the environment as identified in the City's environmental review process, or on surrounding properties by reason of inadequate site planning or improvements.”

Additional authority is found in other City ordinances, such as certain transportation specific plans. The impacts, also referred to as deficiencies, discussed in the City's TAG are not intended to be interpreted as thresholds of significance, or significance criteria for purposes of CEQA review unless otherwise specifically identified (refer to Section 4.0).

### 5.1 Pedestrian, Bicycle, and Transit Access

The assessment of pedestrian, bicycle, and transit facilities is intended to determine a project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of a project. The deficiencies could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

#### 5.1.1 Screening Criteria

Per Section 3.2.2 of the TAG, if the answer is yes to all of the following questions, further analysis is required to assess whether the Project would negatively affect existing pedestrian, bicycle, or transit facilities:

- Does the land use project involve a discretionary action that would be under review by LADCP?
  - Yes, the Project involved a discretionary action that would be under review by LADCP.
- Does the land use project include the construction, or addition of 50 dwelling units or guestrooms or combination thereof, or 50,000 square feet of non-residential space?
  - Yes, the Project proposes the construction of 341 market-rate residential apartment dwelling units and 41 affordable family housing units. Additionally, the Project proposes the construction of 3,700 square feet of new ground-floor restaurant floor area. The existing Dinah's restaurant onsite (7,083 square feet) will remain. Once completed, the Project will provide 10,783 square feet of restaurant floor area.

- Would the project generate a net increase of 1,000 or more daily vehicle trips, or is the project's frontage along a street classified as an Avenue or Boulevard (as designated in the City General Plan), 250 linear feet or more, or is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard by the City's General Plan?
  - Yes, the Project will generate a net increase 1,000 or more daily vehicle trips. As indicated on the Screening Tab of the City's VMT Calculator (Page 1 of *Appendix B*), the Project will generate 1,062 net new daily vehicle trips. The Project Site's frontage along Sepulveda Boulevard, which is designated as a Boulevard I by the City, is approximately 247 feet. The Project Site's frontage does not encompass an entire block.

As the answer is "yes" to all of the screening criteria, further analysis is required to assess whether the Project would negatively affect existing pedestrian, bicycle, or transit facilities.

### **5.1.2 Evaluation Criteria**

Factors to consider when assessing a project's potential effect on pedestrian, bicycle and transit facilities, include, but are not limited to, the following:

- Would a project directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities, such as:
  - Removal or degradation of existing sidewalks, crosswalks, pedestrian refuge islands, and/or curb extensions/bulbouts
  - Removal or degradation of existing bikeways and/or supporting facilities (e.g., bikeshare stations, on-street bike racks/parking, bike corrals, etc.)
  - Removal or degradation of existing transit and/or local circulator facilities including stop, bench, shelter, concrete pad, bus lane, or other amenities
  - Removal of other existing transportation system elements supporting sustainable mobility
  - Increase street crossing distance for pedestrians; increase in number of travel/turning lanes; increase in turning radius or turning speeds
  - Removal, degradation, or narrowing of an existing sidewalk, path, crossing, or pedestrian access way
  - Removal or narrowing of existing sidewalk-street buffering elements (e.g., curb extension, parkway, planting strip, street trees, etc.)
- Would a project intensify use of existing pedestrian, bicycle, or transit facilities, such as:

- Increase in pedestrian or vehicle volume, and thereby increase the need or attraction to cross a street at unmarked pedestrian crossings or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting. Refer to the Guidelines for Marked Crosswalks Across Uncontrolled Locations, in LADOT's MPP Section 344, or Guidelines for Traffic Signals in MPP Section 353 to determine approval and warrant criteria for an additional crossing.
- Result in new pedestrian demand between project site entries/exits and major destinations or transit stops expected to serve the development where there are missing pedestrian facilities (e.g., gaps in the sidewalk network) or substandard pedestrian facilities (e.g., narrow or uneven sidewalks, no crosswalks at intersections or mid-block, no marked crossing, or push button crossing rather than actuated, etc.).
- Increase transit demand at bus stops that lack marked crossings, with insufficient sidewalks, or are in isolated, or unlit areas.

The locations and descriptions of pedestrian, bicycle and transit facilities in the Project Site vicinity that could be affected by Project-related traffic or by users traveling between the Project Site and nearby destinations is presented in Section 3.0 herein. Potential pedestrian destinations located within an approximately one-quarter mile (i.e., 1,320 feet) radius from the Project Site are noted in *Figure 3-1*. The existing pedestrian, bicycle, and transit facilities within a one-quarter mile (i.e., 1,320 feet) radius from the Project Site are noted in *Figure 3-2*. The location of the existing and future bicycle facilities within the immediate Project Site vicinity is shown in *Figure 3-5*. The location of the City's PEDs, NEN, and TEN within the immediate Project Site vicinity and in the surrounding area is shown in *Figures 3-3, 3-4, and 3-7*, respectively.

### 5.1.3 Results of Qualitative Access Review

*Table 5-1* summarizes the City's criteria associated with the two guiding questions regarding the pedestrian, bicycle, and transit access assessment and the determination of potential Project-related effect on the subject facilities in the vicinity of the Project. The determination is based on whether the Project would create deficiencies that could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities). As indicated in *Table 5-1*, it is determined the Project does not include any features that would permanently remove, adversely modify, or degrade pedestrian, bicycle, and transit facilities in the Project vicinity. As also noted in *Table 5-1*, it is determined that it is possible that the Project may intensify use of pedestrian, bicycle, and transit facilities in the Project vicinity, however, such use is not expected to result in a deficient condition caused by the Project. The Project has the potential to increase pedestrian activity to an existing unmarked crossing (e.g., across Centinela Avenue at the Arizona Avenue intersection) but given the existing and sufficient pedestrian infrastructure available in the immediate Project Site vicinity, the increase in pedestrian activity across Centinela Avenue or any other roadway in the immediate Project Site vicinity is expected to be minimal and would not result in a deficient condition. Based on this analysis, no Project-specific actions or improvements are recommended as it relates to pedestrian, bicycle, and transit access. It is noted that no roads

**Table 5-1  
PROJECT EVALUATION OF PEDESTRIAN, BICYCLE, AND TRANSIT ACCESS**

6-Apr-21

CRITERIA	PROJECT RESPONSE	FURTHER QUANTITATIVE ASSESSMENT?
<b><i>PERMANENT REMOVAL OR MODIFICATION OF FACILITIES</i></b>		
Removal or degradation of existing sidewalks, crosswalks, pedestrian refuge islands, and/or curb extensions/bulbouts.	<b>No</b>	<b>No</b>
Removal or degradation of existing bikeways and/or supporting facilities (e.g., bikeshare stations, on-street bike racks/parking, bike corrals, etc.).	<b>No</b>	<b>No</b>
Removal or degradation of existing transit and/or local circulator facilities including stop, bench, shelter, concrete pad, bus lane, or other amenities.	<b>No</b>	<b>No</b>
Removal of other existing transportation system elements supporting sustainable mobility.	<b>No</b>	<b>No</b>
Increase street crossing distance for pedestrians; increase in number of travel/turning lanes; increase in turning radius or turning speeds.	<b>No</b>	<b>No</b>
Removal, degradation, or narrowing of an existing sidewalk, path, crossing, or pedestrian access way.	<b>No</b>	<b>No</b>
Removal or narrowing of existing sidewalk-street buffering elements (e.g., curb extension, parkway, planting strip, street trees, etc.).	<b>No</b>	<b>No</b>
<b><i>INTENSIFY USE OF FACILITIES</i></b>		
Increase in pedestrian or vehicle volume, and thereby increase the need or attraction to cross a street at unmarked pedestrian crossings or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting. Refer to the Guidelines for Marked Crosswalks Across Uncontrolled Locations, in LADOT's Manual of Policies and Procedures (MPP) Section 344, or Guidelines for Traffic Signals in MPP Section 353 to determine approval and warrant criteria for an additional crossing.	The Project may nominally increase pedestrians attempting to cross Centinela Avenue at the Arizona Avenue intersection. Signalized crossings are available approximately 260 feet east of the intersection at the Sepulveda Boulevard / Centinela Avenue intersection. Therefore, the need for a marked crosswalk is not warranted per LADOT MPP Section 344.	<b>No</b>
Result in new pedestrian demand between project site entries/exits and major destinations or transit stops expected to serve the development where there are missing pedestrian facilities (e.g., gaps in the sidewalk network) or substandard pedestrian facilities (e.g., narrow or uneven sidewalks, no crosswalks at intersections or mid-block, no marked crossing, or push button crossing rather than actuated, etc.).	The Project may nominally increase pedestrians walking to local destinations and/or transit stops. There are no observed missing pedestrian facilities in the Project vicinity.	<b>No</b>
Increase transit demand at bus stops that lack marked crossings, with insufficient sidewalks, or are in isolated, unshaded, or unlit areas.	The Project may nominally increase pedestrians walking to local transit stops. Northbound/southbound transit stops for CCB Line 6 and Rapid 6 are provided on Sepulveda Boulevard, south of the Centinela Avenue intersection. The Sepulveda Boulevard / Centinela Avenue intersection is signalized and provides crosswalks with pedestrian phasing on the south, east, and west legs. Bus benches within transit shelters are provided for northbound transit riders on Sepulveda Boulevard, and bus benches are provided for southbound transit riders on Sepulveda Boulevard.	<b>No</b>

within the direct vicinity of the Project Site (e.g., within one-quarter mile) have been identified within the HIN, the need for potential safety enhancement consistent with the City's Vision Zero initiative is not anticipated.

## **5.2 Project Access and Circulation Review**

Project access and circulation constraints relate to the provision of access to and from the project site, and may include safety, operational, or capacity constraints. Constraints can be related to vehicular/vehicular, vehicular/bicycle, or vehicular/pedestrian constraints as well as to operational delays. These conflicts may be created by the driveway configuration or through the placement of Project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to an intersection or crosswalk. The Project access and circulation has been evaluated for permanent conditions after Project completion. **Table 5–2** summarizes the vehicle queuing analysis prepared for each of the study locations for the representative intersection traffic movements for the weekday AM and PM peak hours. **Appendix F** contains the analysis data worksheets for the study intersections.

### **5.2.1 Screening Criteria**

For land use projects, if the answer is yes to all of the following questions (refer to Section 3.3.2 of the TAG), further analysis will be required to assess whether the project would negatively affect project access and circulation:

- Does the land use project involve a discretionary action that would be under review by the Department of City Planning?
  - Yes, the Project will require a discretionary action that would be under review by the Department of City Planning.
- Would the land use project generate a net increase of 250 or more daily vehicle trips?
  - Yes, the Project will generate a net increase of 250 or more daily vehicle trips. As indicated on the Screening Tab of the VMT Calculator (Page 1 of *Appendix B*), the Project would generate 1,062 net new daily vehicle trips.

As the answer is “yes” to both of the screening criteria questions (i.e., the Project will require a discretionary action and the Project will generate more than 250 daily trips), further analysis is required to evaluate Project access, safety and circulation.

### **5.2.2 Evaluation Criteria**

For operational evaluation of land use projects, the City's TAG requires a quantitative evaluation of the Project's expected access and circulation operations. Project access is considered constrained if the Project's traffic would contribute to unacceptable queuing on an Avenue or 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:

Table 5-2  
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]  
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2021 EXISTING				YEAR 2021 EXISTING W/ PROJECT				YEAR 2026 FUTURE W/O PROJECT				YEAR 2026 FUTURE W/ PROJECT			
				DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
1	Bluff Creek Drive - Major Street / Centinela Avenue (Signalized)	NB Left	AM	43.3	D	13.1	0.0	43.3	D	13.1	0.0	43.8	D	18.1	0.0	43.8	D	18.1	0.0
			PM	40.3	D	31.0	0.0	40.3	D	31.0	0.0	40.5	D	33.4	0.0	40.5	D	33.4	0.0
		NB Through	AM	37.6	D	8.2	0.0	37.6	D	8.2	0.0	37.6	D	8.7	0.0	37.6	D	8.7	0.0
			PM	38.1	D	29.1	0.0	38.1	D	29.1	0.0	38.1	D	30.8	0.0	38.1	D	30.8	0.0
		NB Right	AM	31.1	C	18.7	1.0	31.1	C	19.7	1.0	31.2	C	21.7	1.0	31.2	C	22.7	1.0
			PM	35.1	D	191.8	2.8	35.2	D	194.6	2.8	35.8	D	215.1	3.0	35.9	D	218.1	3.0
		SB Left	AM	38.8	D	36.7	3.5	38.9	D	40.2	3.5	38.9	D	40.2	3.5	39.0	D	43.7	3.5
			PM	40.3	D	57.7	9.8	40.6	D	67.5	9.8	40.6	D	63.9	10.0	40.9	D	73.9	10.0
		SB Through	AM	40.4	D	137.0	0.0	40.4	D	137.0	0.0	40.5	D	144.9	0.0	40.5	D	144.9	0.0
			PM	38.0	D	24.7	0.0	38.0	D	24.7	0.0	38.0	D	25.9	0.0	38.0	D	25.9	0.0
		SB Right	AM	40.5	D	134.3	0.0	40.5	D	134.3	0.0	40.7	D	142.0	0.0	40.7	D	142.0	0.0
			PM	38.6	D	44.5	0.0	38.6	D	44.5	0.0	38.6	D	46.9	0.0	38.6	D	46.9	0.0
2	Arizona Avenue / Centinela Avenue (Signalized)	EB Left	AM	16.3	B	45.1	0.1	16.4	B	45.2	0.1	17.7	B	50.4	0.1	17.8	B	50.5	0.1
			PM	14.8	B	54.5	0.2	14.8	B	54.7	0.2	15.3	B	59.0	0.0	15.3	B	59.0	0.0
		EB Through	AM	13.7	B	112.9	0.9	13.8	B	113.8	0.9	13.9	B	128.5	0.7	14.0	B	129.2	0.7
			PM	17.4	B	335.6	1.7	17.4	B	337.3	1.7	18.2	B	375.4	1.8	18.2	B	377.2	1.8
		EB Right	AM	14.1	B	112.7	0.7	14.1	B	113.4	0.7	14.3	B	128.0	0.6	14.3	B	128.6	0.6
			PM	18.5	B	344.0	1.8	18.6	B	345.8	1.8	19.6	B	385.3	1.9	19.6	B	387.2	1.9
		WB Left	AM	288.5	F	511.7	7.3	293.6	F	519.0	7.3	351.1	F	602.0	7.4	356.2	F	609.4	7.4
			PM	52.2	D	27.1	1.4	52.3	D	28.5	1.4	52.4	D	31.9	1.3	52.5	D	33.2	1.3
		WB Through	AM	8.5	A	208.4	1.8	8.5	A	210.2	1.8	8.9	A	234.8	1.8	8.9	A	236.6	1.8
			PM	7.2	A	103.5	0.7	7.2	A	104.2	0.7	7.4	A	118.8	1.1	7.4	A	119.9	1.1
		WB Right	AM	8.9	A	211.4	1.9	8.9	A	213.3	1.9	9.3	A	238.5	1.9	9.4	A	240.4	1.9
			PM	7.4	A	105.3	0.7	7.4	A	106.0	0.7	7.6	A	120.9	1.1	7.6	A	122.0	1.1
3	Arizona Avenue / Centinela Avenue (Signalized)	NB Right	AM	24.8	C	43.9	45.8	31.5	C	89.7	45.8	25.0	C	46.4	49.0	32.9	C	95.4	49.0
			PM	61.4	E	189.5	63.1	90.4	F	252.6	63.1	73.1	F	215.8	65.7	103.7	F	281.5	65.7
		EB Through	AM	10.7	B	72.0	1.1	10.7	B	73.1	1.1	10.9	B	79.7	0.8	10.9	B	80.5	0.8
			PM	14.4	B	212.4	2.6	14.5	B	215.0	2.6	16.6	B	263.9	3.1	16.7	B	267.0	3.1
		EB Right	AM	11.3	B	76.2	0.5	11.4	B	76.7	0.5	11.6	B	84.1	0.5	11.6	B	84.6	0.5
			PM	17.1	B	232.4	2.2	17.3	B	234.6	2.2	21.3	C	298.5	4.3	21.7	C	302.8	4.3
		WB Left	AM	21.5	C	28.5	5.2	21.6	C	33.7	5.2	21.5	C	30.1	5.2	21.7	C	35.3	5.2
			PM	21.4	C	27.5	12.5	21.8	C	40.0	12.5	21.5	C	29.0	12.7	21.9	C	41.7	12.7
		WB Through	AM	10.4	B	220.6	8.2	10.8	B	228.8	8.2	27.3	F	458.2	33.1	30.0	F	491.3	33.1
			PM	4.1	A	46.3	0.5	4.1	A	46.8	0.5	4.3	A	54.4	1.3	4.3	A	55.7	1.3
		SB Left/Through	AM	7.5	A	5.0	0.0	7.5	A	5.0	0.0	7.5	A	5.0	0.0	7.5	A	5.0	0.0
			PM	7.6	A	2.5	2.5	7.7	A	5.0	2.5	7.6	A	2.5	2.5	7.7	A	5.0	2.5
		WB Left/Right	AM	8.6	A	2.5	2.5	8.9	A	5.0	2.5	8.7	A	2.5	5.0	8.9	A	7.5	5.0
			PM	9.2	A	2.5	2.5	9.3	A	5.0	2.5	9.2	A	2.5	2.5	9.3	A	5.0	2.5

Table 5-2 (Continued)  
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]  
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2021 EXISTING				YEAR 2021 EXISTING W/ PROJECT				YEAR 2026 FUTURE W/O PROJECT				YEAR 2026 FUTURE W/ PROJECT			
				DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
4	Sepulveda Boulevard / Green Valley Circle (Signalized)	NB Through	AM	23.2	C	527.0	4.4	23.3	C	531.4	4.4	24.6	C	576.2	4.7	24.8	C	580.9	4.7
			PM	19.0	B	354.3	1.5	19.0	B	355.8	1.5	19.8	B	389.8	1.5	19.8	B	391.3	1.5
		NB Right	AM	17.1	B	221.8	0.0	17.1	B	221.8	0.0	17.6	B	241.1	0.0	17.6	B	241.1	0.0
			PM	21.3	C	368.0	0.0	21.3	C	368.0	0.0	23.6	C	434.6	0.0	23.6	C	434.6	0.0
		SB Left	AM	48.0	D	91.2	0.0	48.0	D	91.2	0.0	48.3	D	101.7	0.0	48.3	D	101.7	0.0
			PM	51.5	D	177.0	0.0	51.5	D	177.0	0.0	55.2	E	210.8	0.0	55.2	E	210.8	0.0
		SB Through	AM	6.4	A	111.4	0.6	6.4	A	112.0	0.6	6.6	A	123.0	0.9	6.6	A	123.9	0.9
			PM	8.1	A	237.6	1.7	8.1	A	239.3	1.7	8.4	A	259.3	1.7	8.4	A	261.0	1.7
5	Sepulveda Boulevard / Centinela Avenue (Signalized)	WB Left	AM	46.7	D	251.4	0.0	46.7	D	251.4	0.0	53.9	D	330.2	0.0	53.9	D	330.2	0.0
			PM	97.7	F	567.7	0.0	97.7	F	567.7	0.0	126.5	F	688.5	0.0	126.5	F	688.5	0.0
		WB Right	AM	33.1	C	242.1	0.0	33.1	C	242.1	0.0	35.5	D	298.7	0.0	35.5	D	298.7	0.0
			PM	36.6	D	321.0	0.0	36.6	D	321.0	0.0	38.6	D	356.8	0.0	38.6	D	356.8	0.0
		NB Left	AM	516.5	F	1515.0	22.3	525.0	F	1537.3	22.3	329.0	F	1017.1	15.2	334.6	F	1032.3	15.2
			PM	94.4	F	384.2	32.9	106.2	F	417.1	32.9	53.5	D	231.9	9.6	54.7	D	241.5	9.6
		NB Through	AM	47.8	D	530.3	0.0	47.8	D	530.3	0.0	113.7	F	1041.5	0.0	113.7	F	1041.5	0.0
			PM	36.2	D	322.0	0.0	36.2	D	322.0	0.0	47.0	D	549.0	0.0	47.0	D	549.0	0.0
		NB Right	AM	11.1	B	341.7	0.0	11.1	B	341.7	0.0	130.1	F	1026.8	0.0	130.1	F	1026.8	0.0
			PM	13.7	B	372.2	0.0	13.7	B	372.2	0.0	56.1	E	518.7	0.0	56.1	E	518.7	0.0
		SB Left	AM	47.7	D	37.5	0.0	47.7	D	37.5	0.0	47.8	D	39.4	0.0	47.8	D	39.4	0.0
			PM	49.9	D	124.5	0.0	49.9	D	124.5	0.0	50.2	D	131.6	0.0	50.2	D	131.6	0.0
		SB Through	AM	34.3	C	232.2	1.4	34.3	C	233.6	1.4	34.8	C	249.6	1.4	34.8	C	251.0	1.4
			PM	104.3	F	871.4	13.5	106.7	F	884.9	13.5	138.2	F	1066.9	14.6	140.7	F	1081.5	14.6
		SB Right	AM	33.7	C	166.8	0.0	33.7	C	166.8	0.0	36.8	D	242.7	0.0	36.8	D	242.7	0.0
			PM	31.2	C	83.9	0.0	31.2	C	83.9	0.0	31.9	C	106.2	0.0	31.9	C	106.2	0.0
		EB Left	AM	46.3	D	44.8	47.0	47.5	D	91.8	47.0	46.8	D	62.4	47.8	48.0	D	110.2	47.8
			PM	48.3	D	120.8	20.3	48.9	D	141.1	20.3	56.8	E	219.1	27.0	62.0	E	246.1	27.0
		EB Through	AM	39.1	D	167.6	7.5	39.2	D	175.1	7.5	39.4	D	183.7	7.0	39.6	D	190.7	7.0
			PM	55.1	E	420.9	4.7	55.8	E	425.6	4.7	79.3	F	557.3	7.6	80.9	F	564.9	7.6
		EB Right	AM	28.6	C	206.4	0.0	28.6	C	206.4	0.0	29.0	C	219.2	0.0	29.0	C	219.2	0.0
			PM	116.6	F	927.2	0.0	116.6	F	927.2	0.0	205.5	F	1434.0	0.0	205.5	F	1434.0	0.0
		WB Left	AM	49.7	D	160.9	2.1	49.8	D	163.0	2.1	50.7	D	178.2	2.2	50.9	D	180.4	2.2
			PM	115.9	F	419.9	9.5	119.6	F	429.4	9.5	156.4	F	523.5	11.2	160.8	F	534.7	11.2
		WB Through	AM	188.3	F	1096.4	4.7	189.3	F	1101.1	4.7	248.5	F	1391.1	5.0	249.5	F	1396.1	5.0
			PM	40.7	D	236.1	2.4	40.8	D	238.5	2.4	41.7	D	256.4	2.3	41.8	D	258.7	2.3
		WB Right	AM	189.1	F	1066.9	4.7	190.1	F	1071.6	4.7	250.1	F	1358.8	4.5	251.2	F	1363.3	4.5
			PM	41.1	D	226.6	2.1	41.2	D	228.7	2.1	42.1	D	245.4	2.0	42.2	D	247.4	2.0



Table 5-2 (Continued)  
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]  
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2021 EXISTING				YEAR 2021 EXISTING W/ PROJECT				YEAR 2026 FUTURE W/O PROJECT				YEAR 2026 FUTURE W/ PROJECT			
				DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
6	Sepulveda Boulevard / Sepulveda Boulevard Driveway (Unsignalized)	EB Right	AM PM	17.2 94.9	C F	2.5 25.0	10.0 25.0	18.6 126.5	C F	12.5 50.0	10.0 25.0	18.4 154.4	C F	2.5 37.5	20.1 227.2	C F	12.5 70.0	10.0 32.5	
7	Sepulveda Boulevard / Center Drive (Signalized)	NB Left	AM PM	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	68.3 62.7	E E	8.2 34.9	68.3 62.7	E E	8.2 34.9	0.0 0.0	
		NB Through	AM PM	24.4 15.2	C B	470.7 190.2	2.0 1.9	24.5 15.3	C B	472.7 192.1	2.0 1.9	34.6 19.4	C B	729.6 271.4	35.8 19.6	D B	742.0 274.7	12.4 3.3	
		NB Right	AM PM	3.0 2.8	A A	66.8 40.2	0.0 0.0	3.0 2.8	A A	66.8 40.2	0.0 0.0	8.7 7.2	A A	99.9 58.7	8.8 7.2	A A	100.8 58.8	0.9 0.1	
		SB Left	AM PM	51.0 12.3	D B	141.8 68.6	14.0 1.2	56.9 12.6	E B	155.8 69.8	14.0 1.2	52.5 53.2	D D	244.7 224.3	52.9 53.2	D D	249.6 225.7	4.9 1.4	
		SB Through	AM PM	10.1 26.5	B C	174.6 621.8	3.8 5.0	10.1 27.0	B C	178.4 626.8	3.8 5.0	11.7 32.5	B C	252.3 918.7	11.9 32.9	B C	256.0 924.8	3.7 6.1	
		SB Right	AM PM	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	12.2 40.0	B D	257.8 989.5	12.4 40.5	B D	262.0 997.3	4.2 7.8	
		EB Left/Through/Right	AM PM	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	63.3 63.7	E E	81.8 48.9	63.3 63.7	E E	81.8 48.9	0.0 0.0	
		WB Left	AM PM	23.9 25.1	C C	7.4 67.7	0.0 0.0	23.9 25.1	C C	7.4 67.7	0.0 0.0	44.6 45.7	D D	17.7 161.0	44.5 45.7	D D	17.7 161.0	0.0 0.0	
		WB Through	AM PM	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	44.4 43.9	D D	11.1 84.7	44.3 43.9	D D	11.1 84.7	0.0 0.0	
		WB Right	AM PM	23.1 28.0	C C	134.0 260.2	2.5 4.9	23.2 28.3	C C	136.5 265.1	2.5 4.9	37.2 44.4	D D	244.7 367.9	36.9 44.9	D D	246.5 374.7	1.8 6.8	
8	Sepulveda Boulevard / Howard Hughes Parkway (Signalized)	NB Through	AM PM	42.0 19.1	D B	602.9 220.8	3.2 1.4	42.3 19.2	D B	606.1 222.2	3.2 1.4	62.1 19.7	F B	760.0 240.2	62.5 19.7	F B	763.0 240.8	3.0 0.6	
		NB Right	AM PM	244.4 85.6	F F	2113.8 867.4	0.0 0.0	244.4 85.6	F F	2113.8 867.4	0.0 0.0	277.1 106.0	F F	2380.3 1021.8	277.1 106.0	F F	2380.3 1021.8	0.0 0.0	
		SB Left	AM PM	103.1 1099.0	F F	166.0 1193.2	21.1 11.5	119.4 1111.0	F F	187.1 1204.7	21.1 11.5	226.4 1343.2	F F	308.1 1426.2	250.2 1355.2	F F	333.9 1437.6	25.8 11.4	
		SB Through	AM PM	12.4 24.3	B C	186.5 535.0	1.8 1.0	12.4 24.4	B C	188.3 536.0	1.8 1.0	12.8 32.2	B C	205.2 645.9	12.8 32.4	B C	207.1 648.6	1.9 2.7	
		WB Left	AM PM	25.7 24.5	C C	241.5 205.0	0.0 0.0	25.7 24.5	C C	241.5 205.0	0.0 0.0	26.1 24.8	C C	254.0 214.7	26.5 24.8	C C	256.2 214.7	2.2 0.0	
		WB Right	AM PM	22.4 18.7	C B	10.2 75.9	117.7 6.3	22.5 18.9	C B	127.9 82.2	117.7 6.3	26.2 19.5	C B	219.0 109.7	26.4 19.7	C B	222.9 116.5	3.9 6.8	

Table 5-2 (Continued)  
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]  
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2021 EXISTING				YEAR 2021 EXISTING W/ PROJECT				YEAR 2026 FUTURE W/O PROJECT				YEAR 2026 FUTURE W/ PROJECT			
				DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
9	Bristol Parkway / Centinela Avenue (Signalized)	SB Left	AM	34.1	C	31.3	0.0	34.1	C	31.3	0.0	34.6	C	60.1	0.0	34.6	C	60.1	0.0
			PM	38.2	D	228.0	0.0	38.2	D	228.0	0.0	38.9	D	247.4	0.0	38.9	D	247.4	0.0
		SB Right	AM	23.7	C	94.6	1.8	23.7	C	96.4	1.8	24.6	C	142.3	1.9	24.6	C	144.2	1.9
			PM	29.2	C	321.3	4.4	29.4	C	325.7	4.4	30.8	C	361.1	4.7	31.0	C	365.8	4.7
		EB Left	AM	26.3	C	188.6	5.1	27.7	C	193.7	5.1	43.8	D	235.6	8.4	46.2	D	244.0	8.4
			PM	10.0	B	74.7	0.7	10.1	B	75.4	0.7	10.7	B	99.3	0.5	10.7	B	99.8	0.5
		EB Through	AM	8.7	A	101.7	1.8	8.7	A	103.5	1.8	8.8	A	112.7	2.5	8.9	A	115.2	2.5
			PM	12.8	B	350.9	0.8	12.8	B	351.7	0.8	13.6	B	389.4	0.1	13.6	B	389.5	0.1
		WB Through	AM	28.9	C	528.4	1.2	29.0	C	529.6	1.2	31.2	C	587.7	1.9	31.3	C	589.6	1.9
			PM	20.2	C	212.3	2.1	20.3	C	214.4	2.1	20.7	C	231.1	2.1	20.7	C	233.2	2.1
		WB Right	AM	31.0	C	469.9	0.0	31.0	C	469.9	0.0	33.6	C	520.0	0.0	33.6	C	520.0	0.0
			PM	19.6	B	144.5	0.0	19.6	B	144.5	0.0	20.6	C	189.5	0.0	20.6	C	189.5	0.0

[1] Pursuant to the *LADOT Transportation Assessment Guidelines*, July 2020 and *City of Culver City Transportation Study Criteria and Guidelines*, July 2020, the Highway Capacity Manual (HCM) methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing.

[2] Control delay reported in seconds per vehicle.

[3] Signalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)	LOS
<= 10	A
> 10-20	B
> 20-35	C
> 35-55	D
> 55-80	E
> 80	F

Unsignalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)	LOS
<= 10	A
> 10-15	B
> 15-25	C
> 25-35	D
> 35-50	E
> 50	F

[4] The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles, however an average vehicle length of 25 feet was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet.

[5] Represents the change in calculated maximum back of queue (in feet) due to the addition of Project-related traffic.

- Spill over from turn pockets into through lanes.
- Block cross streets or alleys.
- 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 City’s TAG acknowledges that demand for curbside space has substantially increased due to the continued expansion of driver-for-hire transportation network companies (TNCs) and shared mobility services. As such, the TAG states that a transportation assessment should characterize the onsite loading demand of the project frontage and answer the following questions:

- Would the project result in passenger loading demand that could not be accommodated within any proposed onsite passenger loading facility?
  - Not Anticipated. It is envisioned that passenger loading at the Project Site will occur within the in the proposed onsite parking garage.
- Would accommodating the passenger loading demand create pedestrian or bicycle conflicts? Which curbside management options should be explored to better address passenger loading needs in the public right-of-way?
  - No, as discussed in Section 2.7, passenger loading and unloading for the Project will occur within the at-grade level of the onsite parking garage. While passenger loading and unloading will occur internally to the Project Site, some intermittent curbside loading/unloading may occur along the Project Site’s Arizona Avenue and Sepulveda Boulevard frontages.

### **5.2.3 Operational and Passenger Loading Evaluation Methodology**

Based on coordination with LADOT and City of Culver City staff and as presented in the transportation assessment MOU, the following nine study intersections were identified for operational evaluation of whether the Project’s traffic would contribute to unacceptable queuing on an Avenue or Boulevard:

1. Bluff Creek Drive – Major Street / Centinela Avenue (City of Culver City)
2. Arizona Avenue / Centinela Avenue (City of Culver City)
3. Arizona Avenue / Arizona Avenue Driveway (City of Los Angeles)
4. Sepulveda Boulevard / Green Valley Circle (City of Culver City)
5. Sepulveda Boulevard / Centinela Avenue (City of Culver City)
6. Sepulveda Boulevard / Sepulveda Boulevard Driveway (City of Los Angeles)

7. Sepulveda Boulevard / Center Drive (City of Los Angeles)
8. Sepulveda Boulevard / Howard Hughes Parkway (City of Los Angeles)
9. Bristol Parkway / Centinela Avenue (City of Culver City)

The study locations were based on proximity to the Project Site and the importance of the intersections in terms of the Project's site access and circulation scheme.

The analysis was prepared based on the *Highway Capacity Manual*<sup>13</sup> (HCM) operational analysis methodology pursuant to the City's TAG and the *City of Culver City Transportation Study Criteria and Guidelines*.<sup>14</sup> Intersection analyses were prepared utilizing the *HCS7* software package, which implements the Highway Capacity Manual operational methods. In addition, specifics such as traffic volume data, lane configurations, available vehicle storage lengths, crosswalk locations, posted speed limits, traffic signal timing and phasing for signalized locations, etc., were coded in the *HCS7* software. The operational analysis was prepared utilizing the following data previously presented herein:

- Project Peak Hour Traffic Generation: Refer to Subsection 2.8.1
- Project Trip Distribution and Assignment: Refer to Subsection 2.8.2
- Existing Vehicle Network: Refer to Subsection 3.3
- Existing Weekday AM and PM Hour Traffic Count Data: Refer to Subsection 3.4
- Related Projects (i.e., within a 0.66-mile radius) and Ambient Traffic Growth: Refer to Subsection 3.5

LADOT and the City of Culver City confirmed the appropriateness of the above data in the transportation assessment MOU it approved for the Project. The transportation assessment MOU is attached to this report in *Appendix A*.

The operational analysis of vehicle queuing at the study intersections was prepared for the following conditions:

- (a) Existing (2021) conditions.
- (b) Condition (a) with completion and occupancy of the Project.
- (c) Condition (a) plus one 1.0% annual ambient traffic growth through year 2026 and with completion and occupancy of the related projects (i.e., Future Cumulative Baseline)

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<sup>13</sup> *Highway Capacity Manual 6th Edition*, Transportation Research Board of the National Academies of Sciences-Engineering-Medicine, 2016.

<sup>14</sup> *City of Culver City Transportation Study Criteria and Guidelines*, City of Culver City, July 2020.

(d) Condition (c) with completion and occupancy of the Project.

Pursuant to the City's TAG, the HCM methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing. The operation analysis reports the control delay (in seconds), Levels of Service (LOS), and 95<sup>th</sup> percentile queues (in feet) for all approaches for the signalized intersections and the minor street approaches for the unsignalized intersections. The 95<sup>th</sup> percentile queue is the maximum back of queue with 95<sup>th</sup> percentile traffic volumes. The HCM 6<sup>th</sup> Edition methodology worksheets report queues in number of vehicles. As such, an average vehicle length of 25 feet, which includes the length of the vehicle and spacing between vehicles, was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet. The summary of the operational analysis of the study intersections is provided in *Table 5-2*. The HCM methodology worksheets for the analyzed intersections are contained in *Appendix F*.

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figure 3-10*. The "Existing with Project" traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in *Figure 5-1*. The "Future Cumulative Baseline" (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in *Figure 5-2*. The "Future Cumulative with Project" (existing, ambient growth, related projects, and Project) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in *Figure 5-3*.

As presented in *Table 5-2*, the Project would not cause or substantially extend vehicle queuing at any of the nine study intersections during the weekday AM and PM peak hours. At these intersections, the change in queue length for individual traffic movements associated with the Project ranges from no change to a maximum of 65.7 feet (i.e., less than three vehicles). Notably,

- At the Arizona Avenue / Centinela Avenue intersection, the forecast peak queues during the AM and PM peak hours for the westbound left-turn Centinela Avenue approach in the "Existing with Project" and "Future Cumulative with Project" conditions are expected to be accommodated by the existing left-turn lane.
- At the Sepulveda Boulevard / Centinela Avenue intersection, the forecast peak queues during the AM and PM peak hours for the left-turn lane on the northbound Sepulveda Boulevard approach are expected to exceed the available left-turn storage in all conditions (i.e., "Existing" through "Future Cumulative with Project" conditions). Further, the Project-related contribution to peak vehicle queuing is calculated to be less than one vehicle during the peak hours. Therefore, no modifications are proposed due to Project-related traffic. Also, for the left-turn lane on the eastbound Centinela Avenue approach, the available left-turn storage is expected to accommodate the peak vehicle queues during the AM and PM peak hours in the "Existing with Project" and "Future with Project" conditions.

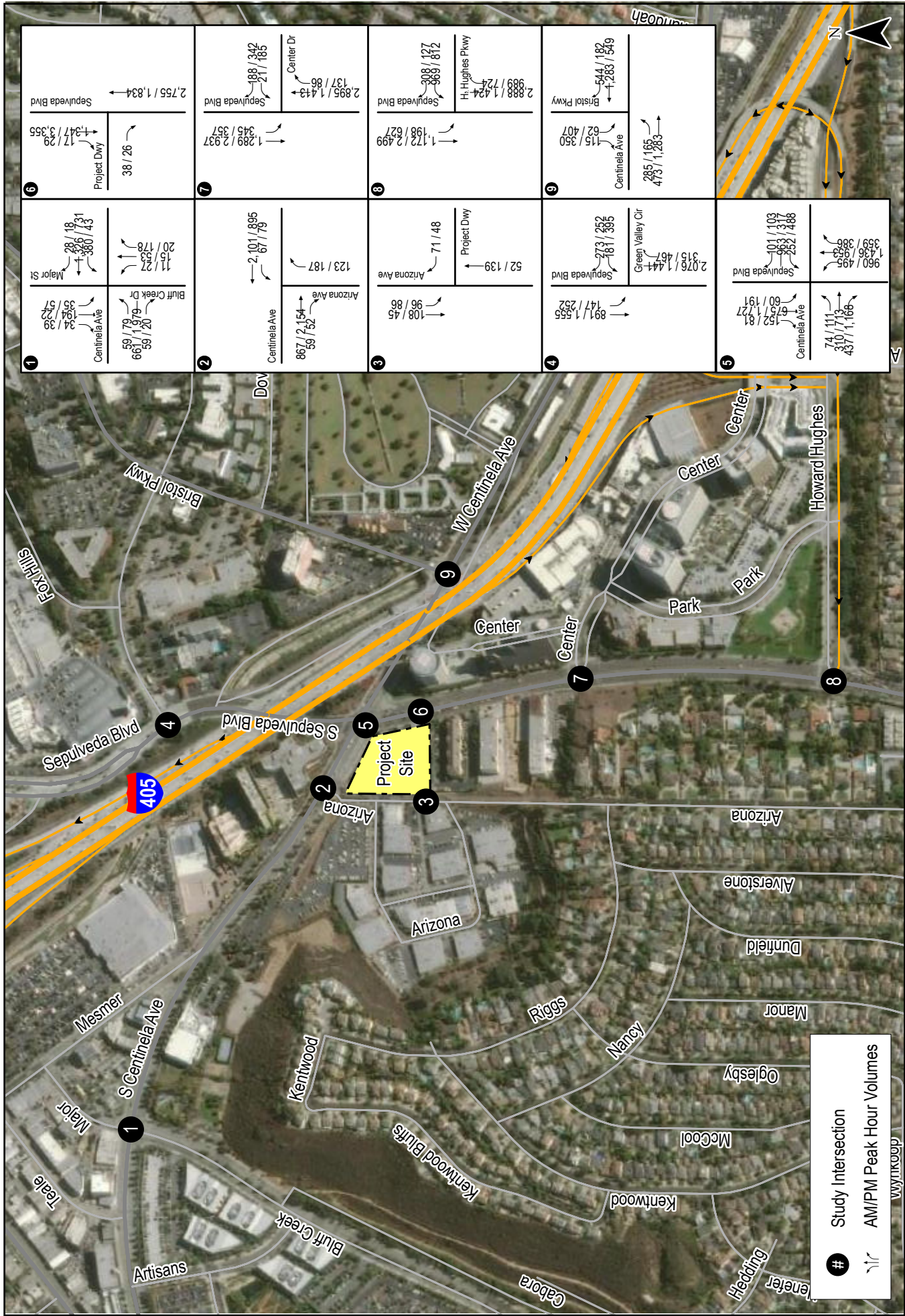


Figure 5-1  
Existing with Project Traffic Volumes  
Sepulveda/Centinel Mixed-Use Project



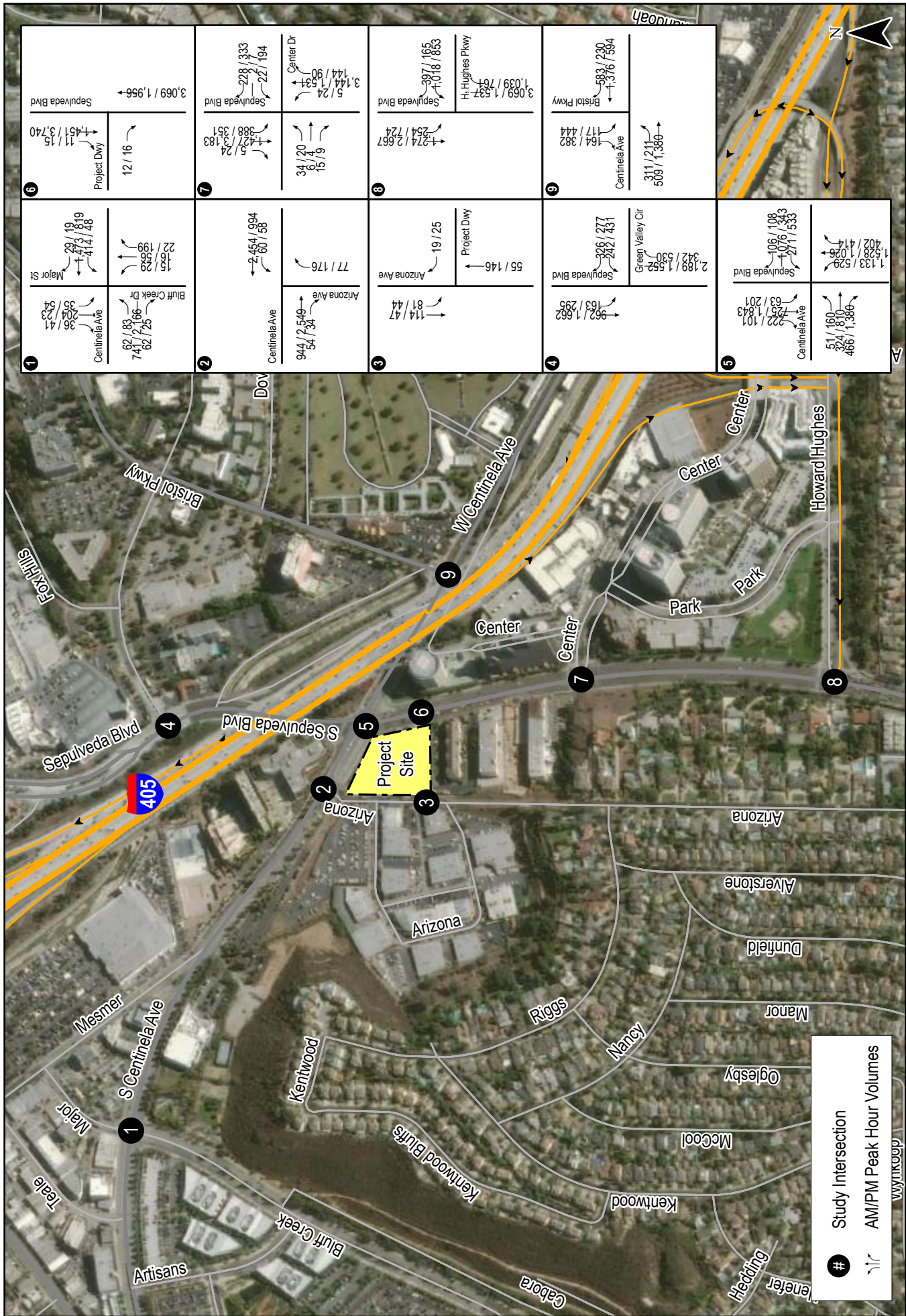


Figure 5-2  
 Future Cumulative Baseline Traffic Volumes  
 Sepulveda/Centinela Mixed-Use Project



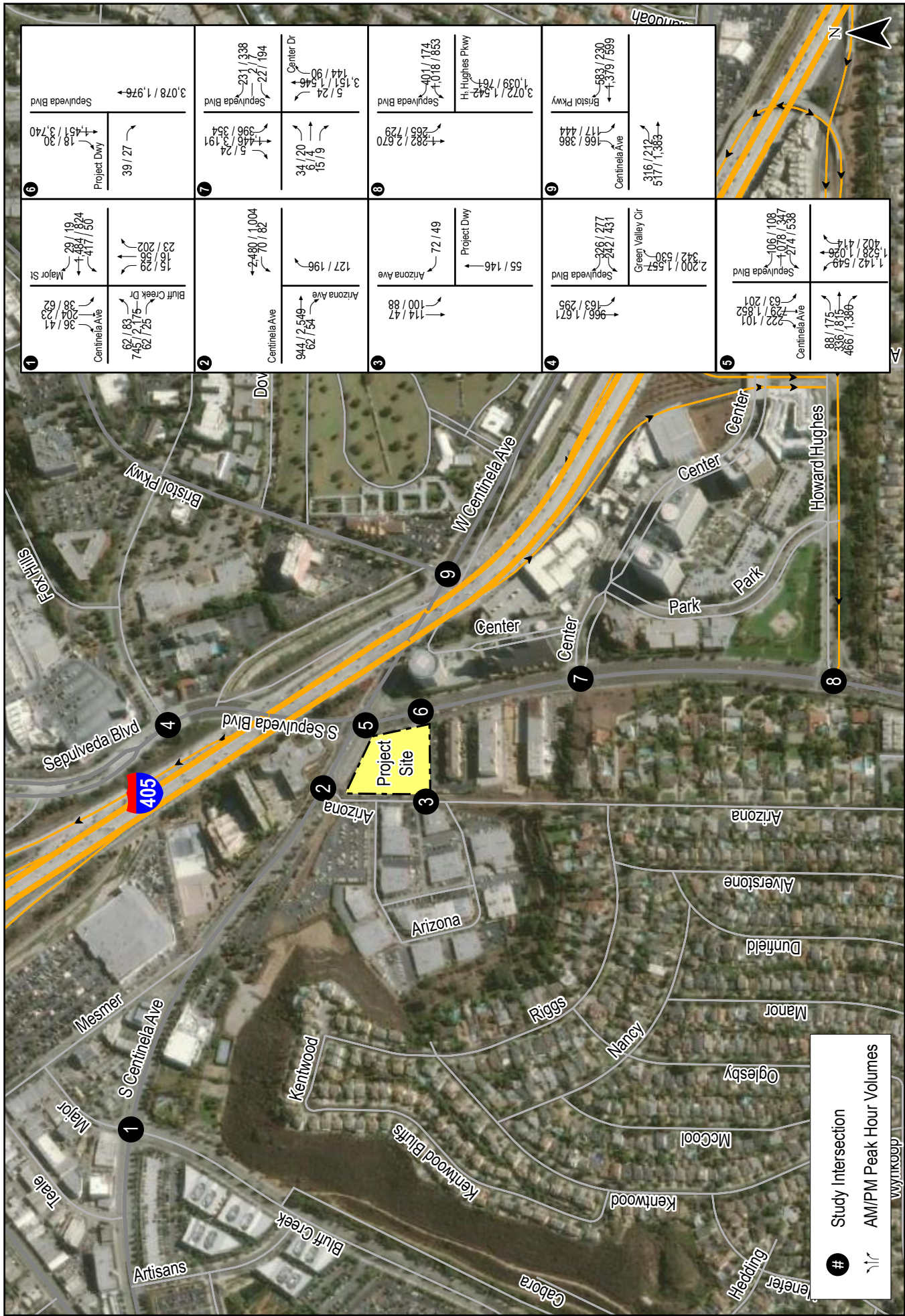


Figure 5-3  
Future Cumulative with Project Traffic Volumes  
Sepulveda/Centinela Mixed-Use Project

- At the Sepulveda Boulevard / Howard Hughes Parkway intersection, the forecast peak queues during the PM peak hour for the left-turn lane on the southbound Sepulveda Boulevard approach are expected to exceed the available left-turn storage in all conditions (i.e., “Existing” through “Future Cumulative with Project” conditions). Further, the Project-related contribution to peak vehicle queuing is calculated to be less than one vehicle during the peak hours. Therefore, no modifications are proposed due to Project-related traffic. The southbound left-turn lane is expected to generally accommodate the peak queues during the AM peak hour in the “Existing with Project” and “Future Cumulative with Project” conditions.

It is envisioned that passenger loading/unloading will occur within the at-grade level of the onsite parking garage. No pedestrian or bicycle conflicts due to potential loading/unloading activities are anticipated to occur. While not currently proposed, appropriate signage and pavement/curb markings will be required by the City and installed by the Project Applicant for any curbside loading/unloading zones that may be proposed by the Project Applicant in the future. Any installations that fall within the City’s (public) right-of-way will require prior review and approval by LADOT. Thus, it is envisioned that should any curbside loading/unloading zones be proposed by the Project Applicant, on-street parking along the direct Project frontages will not be allowed and some or most of the curbside space would be repurposed for loading/unloading operations.

### **5.3 Project Construction Effect on Nearby Mobility**

The project construction evaluation addresses activity associated with project construction and major in-street construction of infrastructure projects.

#### **5.3.1 Screening Criteria**

For land use projects, if the answer is yes to any of the following questions, further analysis will be required to assess whether project construction would negatively affect pedestrian, bicycle, transit, or vehicle circulation:

- Would a project that requires construction activities to take place within the right-of-way of a Boulevard or Avenue (as designated in Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if on a residential street)?
  - Yes. The Project Site is adjacent to Sepulveda Boulevard, which is designated as a Boulevard I within Mobility Plan 2035. The unimproved lot to the north of the Project Site, which is located within the City of Culver City, is adjacent to Centinela Avenue. Centinela Avenue is designated as a Primary Artery within the Circulation Element of the Culver City General Plan. Construction of the Project may require temporary travel lane closures on Sepulveda Boulevard and Centinela Avenue related to utility work, delivery of construction equipment, etc. Such closures are expected to be temporary in nature; no overnight closures of travel lanes on Sepulveda Boulevard and Centinela Avenue are anticipated. A detailed Construction Staging and Traffic

Management Plan (CSTMP) including the measures described herein will address temporary construction-related closures to minimize conflicts between construction activities and vehicular traffic.

- Would a project require construction activities to take place within the right-of-way of a Collector or Local Street (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and including overnight closures if on a residential street)?
  - Yes. The Project Site is adjacent to Arizona Avenue, which is designated as a Local Street – Standard within Mobility Plan 2035. Construction of the Project may require temporary travel lane closures on Arizona Avenue related to utility work, delivery of construction equipment, etc. Such closures are expected to be temporary in nature; no overnight closures of travel lanes on Arizona Avenue are anticipated. As noted above, the CSTMP will include the measures to address temporary construction-related closures to minimize conflicts between construction activities and vehicular traffic.
- Would in-street construction activities result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of existing bicycle parking to an existing land use for more than one day, including day and evening hours and overnight closures if access is lost to residential units?
  - Yes. Temporary closures of the sidewalks adjacent to the Project Site on Sepulveda Boulevard and Arizona Avenue, as well as the sidewalks adjacent to the unimproved lot to the north of the Project Site, which is located within the City of Culver City, on Centinela Avenue may be required during portions of the construction period. Additionally, temporary closure of the Class II bicycle lane on southbound Sepulveda Boulevard may be required during portions of the construction period. However, signs would be posted advising pedestrians and bicyclists of temporary sidewalk and bicycle lane closures and providing alternative routes. Construction activities will not affect access to any other adjacent or nearby land uses. As noted above, the CSTMP will include measures to address temporary construction-related closures to minimize conflicts between construction activities and vehicular traffic, bicyclists, and pedestrians.
- Would in-street construction activities result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours?
  - Yes. Temporary closures of the sidewalks adjacent to the Project Site on Sepulveda Boulevard and Arizona Avenue, as well as the sidewalks adjacent to the unimproved lot to the north of the Project Site, which is located within the City of Culver City, on Centinela Avenue may be required during portions of the construction period. Specifically, ADA pedestrian access may be lost to the existing bus stop on Sepulveda Boulevard, just south of the Centinela Avenue intersection. However,

signs would be posted advising pedestrians of temporary sidewalk closures and providing alternative ADA routes to nearby transit stops located adjacent to or near the Project Site on Sepulveda Boulevard and Centinela Avenue. As noted above, the CSTMP will include measures to address temporary construction-related closures to minimize conflicts between construction activities and vehicular traffic, bicyclists, and pedestrians.

- Would in-street construction activities result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site?
  - Yes. Construction activities may require the temporary closure or relocation of existing bus stops along the Project Site's Sepulveda Boulevard frontage. The bus stop on Sepulveda Boulevard serves southbound CCB Line 6 and CCB Rapid Line 6. However, signs would be posted advising transit passengers of temporary bus stop closures and providing alternative ADA routes to nearby transit stops located adjacent to or near the Project Site on Sepulveda Boulevard. As noted above, the CSTMP will include measures to address temporary construction-related closures to minimize conflicts between construction activities and vehicular traffic, bicyclists, and pedestrians.
- Would construction activities result in the temporary removal and/or loss of on-street metered parking for more than 30 days?
  - No. While construction activities may require temporary removal and/or loss of on-street parking on Arizona Avenue for more than 30 days, these parking spaces are not metered.
- Would the project involve a discretionary action to construct new building of more than 1,000 square feet that require access for hauling construction materials and equipment from streets of less than 24-feet wide in a hillside area?
  - No. The Project Site is not located within a hillside area.

As the answer is "yes" to five of the screening criteria questions, further analysis is required to evaluate whether Project construction would negatively affect pedestrian, bicycle, transit, or vehicle circulation.

### **5.3.2 Evaluation Criteria and Methodology**

The evaluation criteria for project construction are focused on whether the proposed project would adversely affect mobility in the project vicinity during the construction process. Specifically, the City's TAG asks the following question: "Would construction of a project substantially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas?" Factors to be considered are the location of the project site, the functional classification of the adjacent street(s), the availability of alternate routes or additional capacity, temporary loss of bicycle parking, temporary loss of bus stops or rerouting of transit lines, the

duration of temporary loss of access, the affected land uses, and the magnitude of the temporary construction activities.

Factors to consider when assessing a project construction's potential effect on mobility in the project area include the following:

- Temporary transportation constraints:
  - The length of time of temporary street closures or closures of two or more travel lanes;
  - The classification of the street (major arterial, state highway) affected;
  - The existing congestion levels on the affected street segments and intersections;
  - Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
  - Potential safety issues involved with street or lane closures; and
  - The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.
- Temporary loss of access:
  - The length of time of any loss of pedestrian or bicycle circulation past a construction area;
  - The length of time of any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area;
  - The length of time of any loss of ADA pedestrian access to a transit station, stop, or facility;
  - The availability of nearby vehicular or pedestrian access within ¼ mile of the lost access; and
  - The type of land uses affected, and related safety, convenience, and/or economic issues.
- Temporary Loss of Bus Stops or Rerouting of Bus Lines:
  - The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
  - The availability of a nearby location (within one-quarter mile) to which the bus stop or route can be temporarily relocated;



- The existence of other bus stops or routes with similar routes/destinations within a ¼-mile radius of the affected stops or routes; and
- Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).

Descriptions of the Project location and physical setting are provided in Subsection 2.1, Project Site Location, and Section 3.0, Project Context, herein that apply to this analysis. The Project location and Project setting data items such as adjacent street classifications, public bicycle parking, inventory of existing transit lines, bus stops, etc. Per Section 3.4.4 of the TAG, the evaluation of the Project construction includes a review of whether construction activity within the street right-of-way would require any of the following:

- Street, sidewalk, or lane closures.
- Block existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street.
- Modification of access to transit stations, stops, or facilities during revenue hours.
- Closure or movement of an existing bus stop or rerouting of an existing bus line.
- Creation of transportation hazards.

The City's TAG notes that a comparison of the results to the evaluation criteria are to be provided in order to determine the level of impact. The summary of the Project construction evaluation criteria review in order to determine level of impact is provided in **Table 5-3**.

As presented in *Table 5-3*, it is concluded that Project construction would not result in the closure of two or more travel lanes on any one roadway and would not impede emergency access. However, Project construction may result in the temporary loss of single travel lanes on Sepulveda Boulevard, Arizona Avenue, and Centinela Avenue. Additionally, Project construction may result in the temporary loss of regular bicycle and pedestrian access. Furthermore, Project construction may require the relocation of an existing bus transit stop or route.

### **5.3.3 Recommended Project-Specific Action Items**

Due to the short-term nature of construction activities and the variable characteristics and needs of a specific project's construction phase(s), it is recommended 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 construction activity. The construction work site traffic control plan is required to identify the location of all temporary roadway lane and/or sidewalk closures needed during project construction. Additionally, if pedestrian detours and/or temporary travel lane closures are proposed, LADOT requires

Table 5-3  
QUALITATIVE REVIEW OF PROJECT CONSTRUCTION ACTIVITIES

CRITERIA	PROJECT RESPONSE	DESCRIPTION
<b>TEMPORARY TRANSPORTATION CONSTRAINTS</b>		
The length of time of temporary street closures or closures of two or more travel lanes.	N/A	Project construction will not require street closures or closures of two or more travel lanes.
The classification of the street (major arterial, state highway) affected.	Boulevard I and Local Street - Standard (City of Los Angeles); Primary Artery (City of Culver City)	Sepulveda Boulevard and Arizona Avenue are classified by the City of Los Angeles as a Boulevard I and Local Street - Standard, respectively, by the City of Los Angeles. Centinela Avenue is classified as a Primary Artery by the City of Culver City.
The existing congestion levels on the affected street segments and intersections.	N/A	Existing congestion levels are consistent with those experienced on major thoroughfares in the Project vicinity.
Whether the affected street directly leads to a freeway on- or off-ramp or other state highway.	N/A	N/A
Potential safety issues involved with street or lane closures.	N/A	While safety issues are not anticipated, the Project Applicant will prepare a Construction Staging and Traffic Management Plan (CSTMP) which would detail any potential safety issues.
The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.	None	N/A
<b>TEMPORARY LOSS OF ACCESS</b>		
The length of time of any loss of pedestrian or bicycle circulation past a construction area.	Unknown	The Project Applicant will prepare a CSTMP which would detail any loss of pedestrian or bicycle circulation past the construction area.
The length of time of any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area.	Unknown	The Project Applicant will prepare a CSTMP which would detail any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area.
The length of time of any loss of ADA pedestrian access to a transit station, stop, or facility.	Unknown	The Project Applicant will prepare a CSTMP which would detail any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area.
The availability of nearby vehicular or pedestrian access within one quarter-mile of the lost access.	Available	Signalized intersections with accommodations for pedestrian crossings are provided near the Project Site at Entrada Way/Centinela, Sepulveda/Centinela, Bristol Parkway/Centinela, Sepulveda/Green Valley Circle, and Sepulveda/Center.
The type of land uses affected, and related safety, convenience, and/or economic issues.	None	Access will be maintained for adjacent parcels in the Project vicinity.



**Table 5-3 (Continued)**  
**QUALITATIVE REVIEW OF PROJECT CONSTRUCTION ACTIVITIES**

<b>TEMPORARY LOSS OF BUS STOPS OR REROUTING OF BUS LINES</b>		
The length of time that an existing bus stop would be unavailable or that existing service would be interrupted.	Unknown	The Project Applicant will prepare a CSTMP which would detail any loss of a bus stop or existing service interruption.
The availability of a nearby location (within one quarter-mile) to which the bus stop or route can be temporarily relocated.	Available	The Sepulveda Boulevard bus stop can be temporarily relocated to the north or south of the Project Site.
The existence of other bus stops or routes with similar routes/destinations within a quarter-mile radius of the affected stops or routes.	Available	A stop serving CCB Line 6 and CCB Rapid 6 are provided at Park Terrace/Center Drive.
Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).	Unknown	The Project Applicant will prepare a CSTMP which would detail any loss of a bus stop or existing service interruption.

submission and approval of a traffic control/management plan prior to the issuance of building permits.

Consistent with LADOT's recommendation and requirements, the Project Applicant would prepare a detailed CSTMP, which would include any applicable street/lane/sidewalk closure information, a detour plan, haul route(s), and a staging plan. The plan would be based on the nature and timing of the Project's specific construction activities and would consider other projects under construction in the immediate vicinity of the Project Site. The CSTMP also would include features such as notification to adjacent project owners and occupants of upcoming construction activities, advance notification regarding any temporary transit stop relocations, and limitation of any potential roadway lane closure(s) to off-peak travel periods, to the extent feasible.

## 6.0 SUMMARY AND CONCLUSIONS

- ***Project Description*** – As currently proposed, the Project would remove the existing single-story buildings on the northern portion of the Project Site and construct a new eight-story mixed-use development with 321 market-rate residential apartment dwelling units, 41 affordable housing dwelling units, and 3,700 square feet of ground floor restaurant floor area. The existing Dinah’s Family Restaurant on the southern portion of the Project Site will remain as part of the Project. The Project proposes to provide 520 vehicular parking spaces within an onsite parking garage with one subterranean level, one at-grade level and two above-grade levels. Construction and occupancy of the Project is proposed to be completed by the year 2026.
- ***Study Scope*** – This transportation assessment presents (i) a CEQA assessment of whether the Project conflicts or is inconsistent with local transportation-related plans and policies, (ii) a CEQA assessment of Project-related VMT, (iii) a CEQA assessment of whether the Project increases hazards due to a geometric design feature or incompatible use, (iv), a CEQA freeway safety analysis, (v) a non-CEQA assessment of pedestrian, bicycle and transit access, (vi) a non-CEQA evaluation of Project access, safety and circulation, and (vii) a non-CEQA review of Project construction activities. LADOT and the City of Culver City confirmed the appropriateness of the analysis criteria when it entered into a transportation assessment MOU for the Project.
- ***Project Trip Generation*** – The Project is expected to generate 102 net new vehicle trips (25 inbound trips and 77 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Project is expected to generate 89 net new vehicle trips (58 inbound trips and 31 outbound trips). The Project is expected to generate 1,062 net new daily vehicle trips.
- ***CEQA Analysis***
  - ***Project Consistency with Local Plans and Policies:*** The Project has been found to be consistent with the relevant City transportation plans, programs, ordinances, or policies, and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. Therefore, a determination of less than significant can be made for the Project with respect to consistency with transportation plans, programs, ordinances, or policies. Furthermore, the Project Applicant will comply with existing applicable City ordinances (e.g., the City’s existing TDM Ordinance) and the other requirements pursuant to the LAMC. It is noted that the City’s TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms of the proposed TDM Ordinance update, which is expected be completed prior to the anticipated construction of the Project.

- *VMT Analysis:* The Project would not result in a significant VMT impact. Furthermore, based on the Project-related VMT analysis and the conclusions discussed in Section 4.2.3 (which demonstrate that the Project falls under the City's efficiency-based impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), no cumulatively significant VMT impacts are anticipated.
- *Geometric Design Review:* Given the existing physical condition of the Project Site, surrounding land uses, and planned pedestrian enhancements, no safety concerns related to geometric design are noted. It is noted that the Project proposes to maintain the existing Sepulveda Boulevard driveway. Furthermore, the Project will maintain the existing southerly Arizona Avenue driveway and remove the northerly Arizona Avenue driveway, reducing the number of curb cuts along the Project Site's Arizona Avenue frontage from two to one. Additionally, it is noted that the Project is not along the City's HIN. Therefore, it can be determined that the Project will not substantially increase hazards due to a geometric design feature or incompatible use, resulting in a less than significant impact determination.
- *Freeway Safety Analysis:* Given that the Project would not add 25 or more net new vehicle trips to any nearby freeway off-ramp during either the AM or PM peak hours, the Project would not result in a significant freeway safety impact.
- ***Non-CEQA Analysis***
  - *Pedestrian, Bicycle, and Transit Access:* It is determined the Project does not include any features that would permanently remove, adversely modify, or degrade pedestrian, bicycle, and transit facilities in the Project vicinity. As noted herein, it is determined that it is possible that the Project may intensify use of pedestrian, bicycle, and transit facilities in the Project vicinity, however, such use is not expected to result in a deficient condition caused by the Project.
  - *Project Access and Circulation Review:* The Project's weekday AM and PM peak hour traffic volumes will not cause or substantially extend vehicle queuing at the any of the nine study intersections analyzed (as discussed in Section 5.2.3 herein).
  - *Project Construction Effect on Nearby Mobility:* It is concluded that Project construction would not result in the closure of two or more travel lanes on any one roadway and would not impede emergency access. However, Project construction may result in the temporary loss of single travel lanes on Sepulveda Boulevard, Arizona Avenue, and Centinela Avenue. Additionally, Project construction may result in the temporary loss of regular bicycle and pedestrian access. Furthermore, Project construction may require the relocation of an existing bus transit stop or route. The Project Applicant will prepare 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 construction activity

should any lane closure(s) be proposed. Consistent with LADOT's recommendation and requirements, the Project Applicant would also prepare a detailed CSTMP, which includes any applicable street/lane/sidewalk closure information, a detour plan, haul route(s), and a staging plan.

**APPENDIX A**

**APPROVED TRANSPORTATION ASSESSMENT  
MEMORANDUM OF UNDERSTANDING**

## 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: Sepulveda/Centinela Mixed-Use

Project Address: 6501 S. Sepulveda Boulevard

Project Description: Development of 321 residential apartment dwelling units, 41 affordable housing dwelling units, and 3,700 square feet of restaurant floor area. In addition, the existing Dinah's restaurant on-site (7,083 square feet) will remain.

LADOT Project Case Number: CTC21-111067 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<sup>1</sup>, that are being considered for this project:

<input checked="" type="checkbox"/>	Reduced Parking Supply <sup>2</sup>	<input checked="" type="checkbox"/>	Bicycle Parking and Amenities	<input type="checkbox"/>	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 Promotions & Marketing (Project Design Feature per LAMC 12.26.J) 4 \_\_\_\_\_
- 2 \_\_\_\_\_ 5 \_\_\_\_\_
- 3 \_\_\_\_\_ 6 \_\_\_\_\_

### III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 10th Edition / Other ITE 10th Edition/LADOT Affordable Housing Rates

Trip Generation Adjustment (Exact amount of credit subject to approval by LADOT)	Yes	No
Transit Usage	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Existing Active or Previous Land Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Internal Trip	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pass-By Trip	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transportation Demand Management (See above)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>
AM Trips	<u>25</u>	<u>77</u>	<u>102</u>
PM Trips	<u>58</u>	<u>31</u>	<u>89</u>

NET Daily Vehicle Trips (DVT)  
1,154 DVT (ITE 10<sup>th</sup> ed.)  
1,062 DVT (VMT Calculator ver. 1.3 )

<sup>1</sup> 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.

<sup>2</sup>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: 2026 Ambient Growth Rate: 1.0 % 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 \_\_\_\_\_ 4 \_\_\_\_\_  
2 \_\_\_\_\_ 5 \_\_\_\_\_  
3 \_\_\_\_\_ 6 \_\_\_\_\_

Provide a separate list if more than six study intersections and/or street segments. (See list on Page 3)

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

- Does the project exceed 1,000 net DVT? ☒ Yes ☐ No
- 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
- 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., complete **Attachment C.1: Access Assessment Criteria**.

#### VII. SITE PLAN AND MAP OF STUDY AREA

Please note that the site plan should also 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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*Project Vehicle Peak Hour trips at each study intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*Project Vehicle Peak Hour trips at each project access point	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*Project trip distribution percentages at each study intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project driveways designed per LADOT MPP 321 (show widths and directions or lane assignment)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian access points and any pedestrian paths	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian loading zones	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Delivery loading zone or area	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle parking onsite	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle parking offsite (in public right-of-way)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

\*For mixed-use projects, also show the project trips and project trip distribution by land use category.

(One trip distribution assumed for all components)

## 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

	<u>CONSULTANT</u>	<u>DEVELOPER</u>
Name:	Linscott, Law & Greenspan, Engineers	FRH Realty LLC
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367	5355 Mira Sorrento Place, Suite 100 San Diego, CA 92121
Phone Number:	(818) 835-8648	(858) 626-8341
E-Mail:	jshender@llengineers.com	emccoy@ffres.com

Approved by: x <div style="text-align: center; font-size: small;">Consultant's Representative</div>	5/19/2021 <div style="text-align: center; font-size: small;">Date</div>	x <div style="text-align: center; font-size: small;">LADOT Representative</div>	<div style="text-align: center; font-size: small;">**Date</div>
Adjacent Municipality: <u>City of Culver City</u>			
Approved by: <div style="text-align: center; font-size: small;">(if applicable) Representative</div>		<u>6/1/2021</u> <div style="text-align: center; font-size: small;">Date</div>	

**\*\*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.**

## Study Intersections

1. Bluff Creek Drive - Major Street / Centinela Avenue (City of Los Angeles)
2. Arizona Avenue / Centinela Avenue (City of Culver City)
3. Arizona Avenue / Arizona Avenue Driveway (City of Los Angeles)
4. Sepulveda Boulevard / Green Valley Circle (City of Culver City)
5. Sepulveda Boulevard / Centinela Avenue (City of Culver City)
6. Sepulveda Boulevard / Sepulveda Boulevard Driveway (City of Los Angeles)
7. Sepulveda Boulevard / Center Drive (City of Los Angeles)
8. Sepulveda Boulevard / Howard Hughes Parkway (City of Los Angeles)
9. Bristol Parkway / Centinela Avenue (City of Culver City)

## Access Assessment Criteria

This Criteria 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: Sepulveda/Centinela Mixed-Use

Project Address: 6501 S. Sepulveda Boulevard

Project Description: Development of 321 residential apartment dwelling units, 41 affordable housing dwelling units, and 3,700 square feet of restaurant floor area. In addition, the existing Dinah's restaurant on-site (7,083 square feet) will remain).

LADOT Project Case Number: CTC21-111067

### II. PEDESTRIAN/ PERSON TRIP GENERATION

Source of Pedestrian/Person Trip Generation Rate(s)? ☐ VMT Calculator ☒ ITE 10<sup>th</sup> Edition ☐ Other:

	Land Use	Size/Unit	Daily Person Trips
Proposed	Apartments	321 DU	262
	Restaurant	10,783 GSF	182
	Total new trips:		444

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)
- Existing or proposed passenger loading zones
- pedestrian generation/distribution values
  - Geographic Distribution: N 30 % S 45 % E 10 % W 15 %
- 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:

_____	at _____(feet)
_____	at _____(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.

340	(feet) at	<u>Entrada Way - Private Driveway / Centinela Avenue and Arizona Avenue / Centinela Avenue</u>
275	(feet) at	<u>Arizona Avenue / Centinela Avenue and Sepulveda Boulevard / Centinela Avenue</u>
680	(feet) at	<u>Sepulveda Boulevard / Centinela Avenue and Bristol Parkway / Centinela Avenue</u>
822	(feet) at	<u>Sepulveda Boulevard / Green Valley Circle and Sepulveda Boulevard / Centinela Avenue</u>
986	(feet) at	<u>Sepulveda Boulevard / Centinela Avenue and Sepulveda Boulevard / Center Drive</u>

**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 ✓
- bike lane ✓
- parking lane
- travel lane ✓
- bus stop ✓
- bicycle parking (racks or corrals)
- bike share or other micro-mobility station
- car share station
- parklet
- other: \_\_\_\_\_



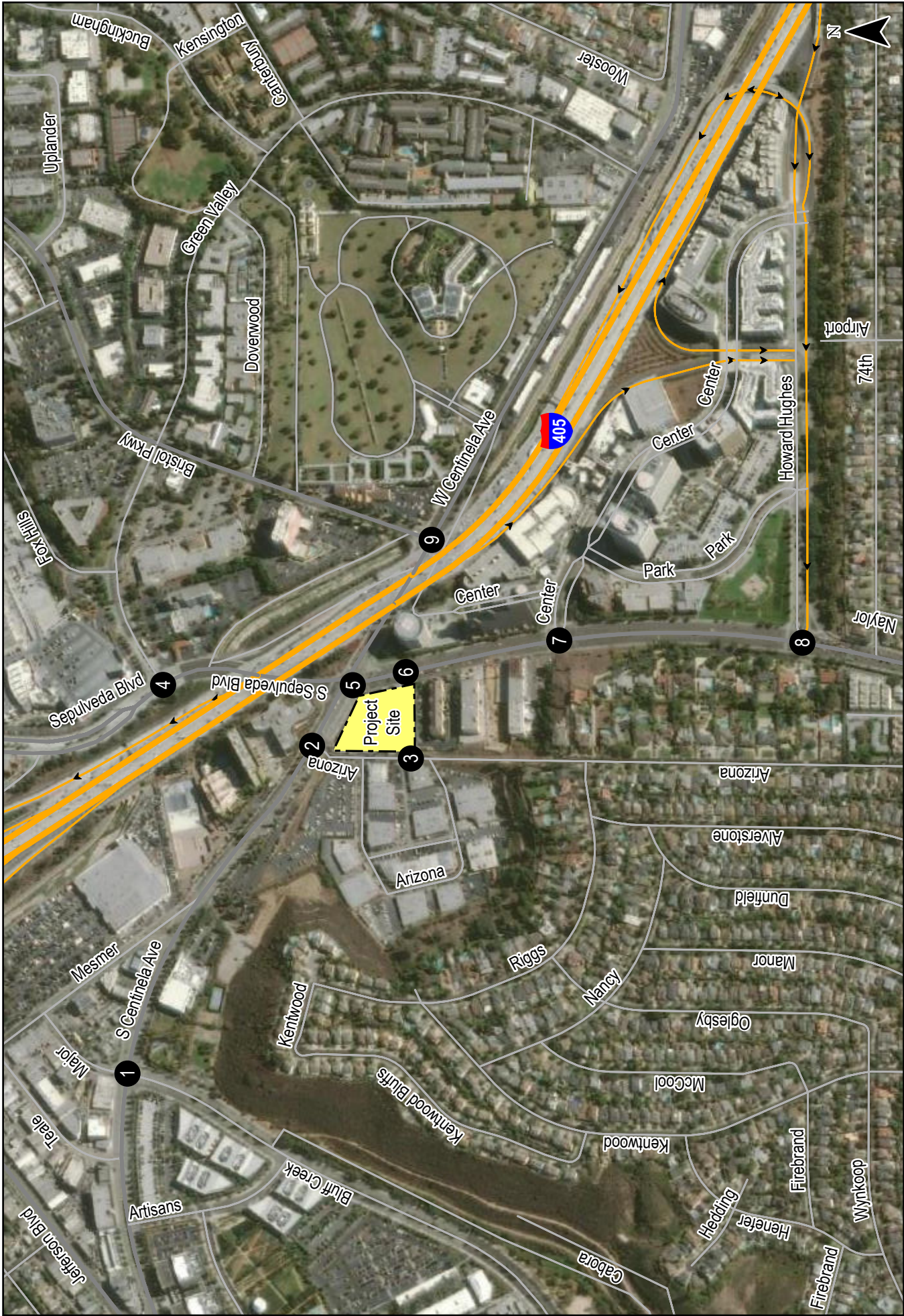


Figure 1-1  
Vicinity Map

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Date: 5/12/2021  
Time: 1:58 PM



SEPULVEDA & CENTINELA  
6501 S. SEPULVEDA BLVD.





**Table 2-1  
PROJECT TRIP GENERATION [1]**

20-Apr-21

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
<i>Proposed Project</i>								
Apartments [3]	321  DU	1,746	30	86	116	86	55	141
Affordable Family Housing [4]	41  DU	171	8	13	21	9	7	16
Restaurant [6]	10,783  GSF	<u>1,210</u>	<u>59</u>	<u>48</u>	<u>107</u>	<u>65</u>	<u>40</u>	<u>105</u>
<b>Subtotal</b>		3,127	97	147	244	160	102	262
<i>Transit Trips [7]</i>								
Apartments (15%)		(262)	(5)	(13)	(18)	(13)	(8)	(21)
Restaurant (15%)		<u>(182)</u>	<u>(9)</u>	<u>(7)</u>	<u>(16)</u>	<u>(10)</u>	<u>(6)</u>	<u>(16)</u>
<b>Subtotal</b>		(444)	(14)	(20)	(34)	(23)	(14)	(37)
<i>Internal Capture [8]</i>								
Apartments (10%)		(148)	(3)	(7)	(10)	(7)	(5)	(12)
Restaurant (10%)		<u>(103)</u>	<u>(5)</u>	<u>(4)</u>	<u>(9)</u>	<u>(6)</u>	<u>(3)</u>	<u>(9)</u>
<b>Subtotal</b>		(251)	(8)	(11)	(19)	(13)	(8)	(21)
<b>Subtotal Project Driveway Trips</b>		<b>2,432</b>	<b>75</b>	<b>116</b>	<b>191</b>	<b>124</b>	<b>80</b>	<b>204</b>
<i>Existing Site</i>								
Commercial [5]	(23,223)  GLSF	(877)	(14)	(8)	(22)	(42)	(46)	(88)
Restaurant [6]	(9,448)  GSF	<u>(1,060)</u>	<u>(52)</u>	<u>(42)</u>	<u>(94)</u>	<u>(57)</u>	<u>(35)</u>	<u>(92)</u>
<b>Subtotal</b>		(1,937)	(66)	(50)	(116)	(99)	(81)	(180)
<i>Existing Transit Trips [7]</i>								
Commercial (15%)		132	2	1	3	6	7	13
Restaurant (15%)		<u>159</u>	<u>8</u>	<u>6</u>	<u>14</u>	<u>9</u>	<u>5</u>	<u>14</u>
<b>Subtotal</b>		291	10	7	17	15	12	27
<b>Subtotal Existing Driveway Trips</b>		<b>(1,646)</b>	<b>(56)</b>	<b>(43)</b>	<b>(99)</b>	<b>(84)</b>	<b>(69)</b>	<b>(153)</b>
<b>NET INCREASE DRIVEWAY TRIPS</b>		<b>786</b>	<b>19</b>	<b>73</b>	<b>92</b>	<b>40</b>	<b>11</b>	<b>51</b>
<i>Proposed Pass-By Trips [9]</i>								
Restaurant (20%)		<u>(185)</u>	<u>(9)</u>	<u>(7)</u>	<u>(16)</u>	<u>(10)</u>	<u>(6)</u>	<u>(16)</u>
<b>Subtotal</b>		(185)	(9)	(7)	(16)	(10)	(6)	(16)
<i>Existing Pass-By Trips [9]</i>								
Commercial (50%)		373	6	4	10	18	20	38
Restaurant (20%)		<u>180</u>	<u>9</u>	<u>7</u>	<u>16</u>	<u>10</u>	<u>6</u>	<u>16</u>
<b>Subtotal</b>		553	15	11	26	28	26	54
<b>NET INCREASE "OFF-SITE" TRIPS</b>		<b>1,154</b>	<b>25</b>	<b>77</b>	<b>102</b>	<b>58</b>	<b>31</b>	<b>89</b>

- [1] Source: ITE *Trip Generation Manual*, 10th Edition, 2017.
- [2] Trips are one-way traffic movements, entering or leaving.
- [3] ITE Land Use Code 221 (Multifamily Housing [Mid-Rise]) trip generation average rates.
  - Daily Trip Rate: 5.44 trips/dwelling unit; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 0.36 trips/dwelling unit; 26% inbound/74% outbound
  - PM Peak Hour Trip Rate: 0.44 trips/dwelling unit; 61% inbound/39% outbound
- [4] City of Los Angeles Affordable Housing (Family) trip generation average rates.
  - Daily Trip Rate: 4.16 trips/dwelling unit; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 0.52 trips/dwelling unit; 38% inbound/62% outbound
  - PM Peak Hour Trip Rate: 0.38 trips/dwelling unit; 55% inbound/45% outbound
- [5] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
  - Daily Trip Rate: 37.75 trips/1,000 SF of leasable area; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of leasable area; 62% inbound/38% outbound
  - PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of leasable area; 48% inbound/52% outbound
- [6] ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates.
  - Daily Trip Rate: 112.18 trips/1,000 SF of floor area; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 9.94 trips/1,000 SF of floor area; 55% inbound/45% outbound
  - PM Peak Hour Trip Rate: 9.77 trips/1,000 SF of floor area; 62% inbound/38% outbound
- [7] The transit reduction is based on the Project Site being located within one-quarter mile of a Culver City Bus (CCB) Rapid stop and various bus stops. The trip reduction for transit trips has been applied to the proposed Project and existing land uses based on the *LADOT Transportation Assessment Guidelines*, July 2020 for developments within one-quarter mile walking distance of a transit station or a Rapid Bus stop.
- [8] The internal capture reduction for the residential, commercial, and restaurant uses within the Project Site is based on the synergy between the land uses provided within the Project Site.
- [9] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The trip reduction for pass-by trips has been applied to the commercial and restaurant components of the Project and the existing site based on the *LADOT Transportation Assessment Guidelines*, July 2020 for Shopping Center less than 50,000 SF and High-Turnover Restaurant.

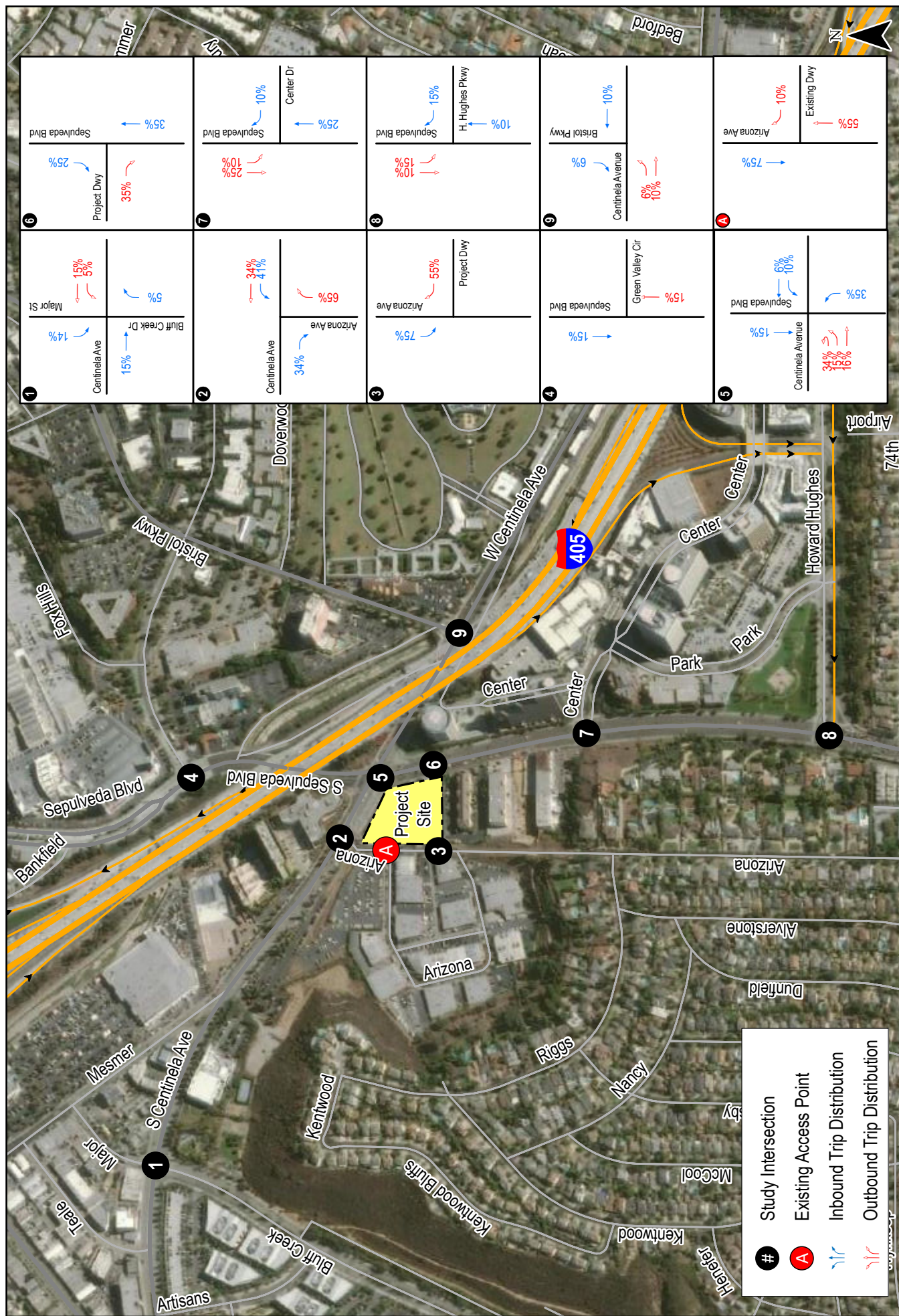


Figure 2-3  
Existing Site Trip Distribution





Figure 2-4  
Project Trip Distribution

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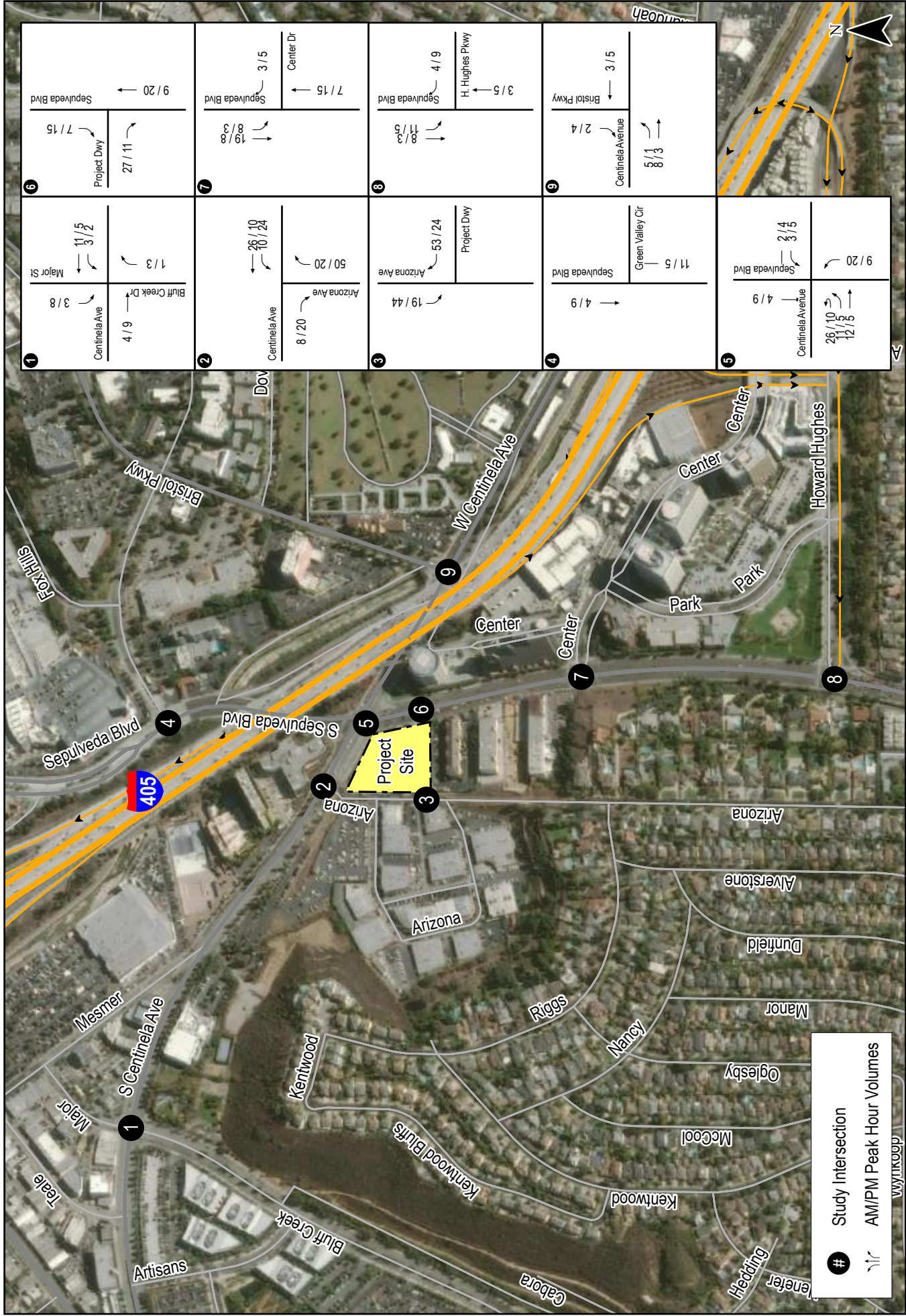
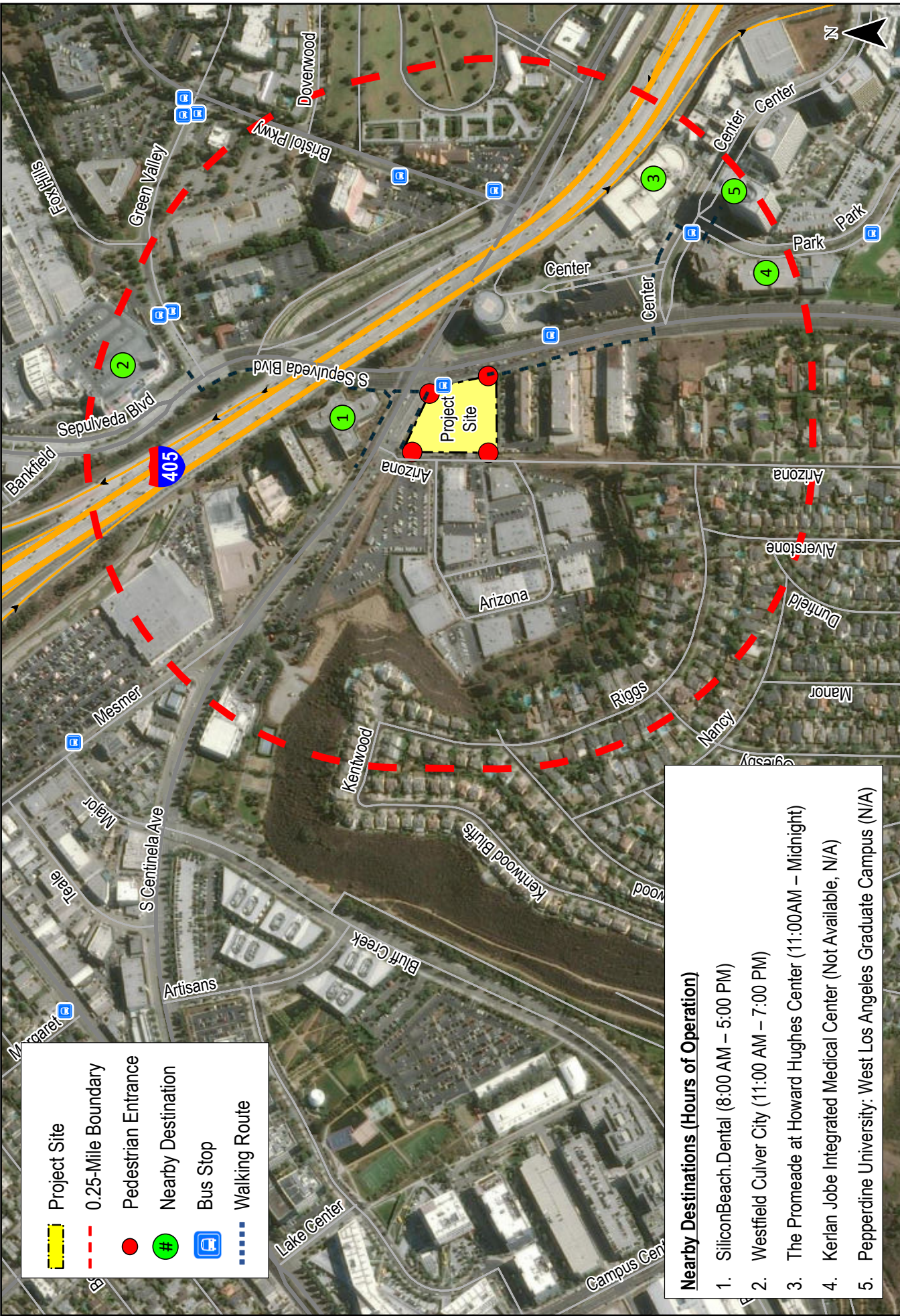


Figure 2-5  
 Net New Project Traffic Volumes





Project Site

0.25-Mile Boundary

Pedestrian Entrance

Nearby Destination

Bus Stop

Walking Route

Nearby Destinations (Hours of Operation)

1. SiliconBeach.Dental (8:00 AM – 5:00 PM)

2. Westfield Culver City (11:00 AM – 7:00 PM)

3. The Promenade at Howard Hughes Center (11:00AM – Midnight)

4. Kerlan Jobe Integrated Medical Center (Not Available, N/A)

5. Pepperdine University: West Los Angeles Graduate Campus (N/A)

LINSCOTT  
LAW &  
GREENSPAN

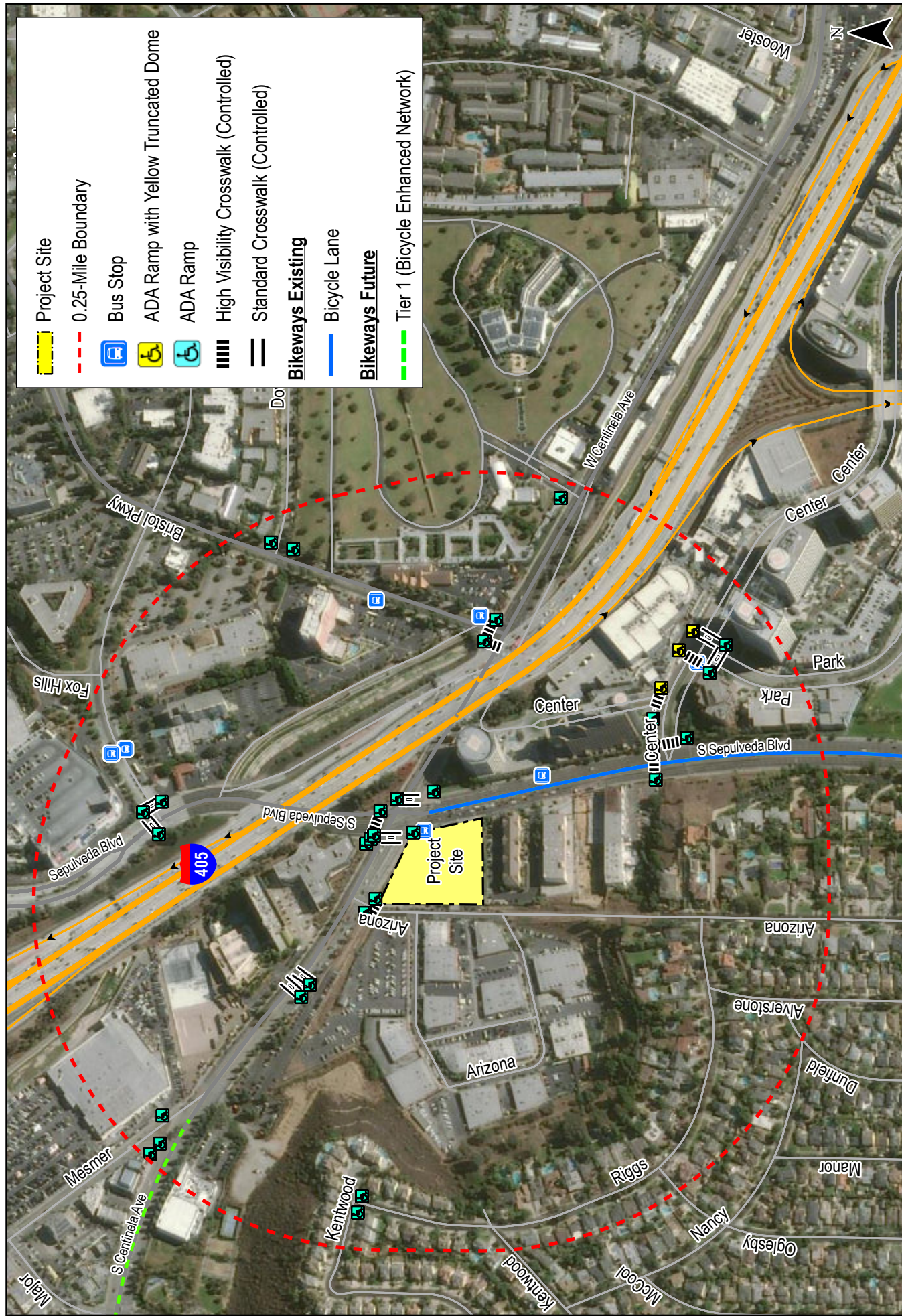
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Figure 3-1  
Pedestrian Attractor Inventory

Sepulveda/Centinel Mixed-Use Project

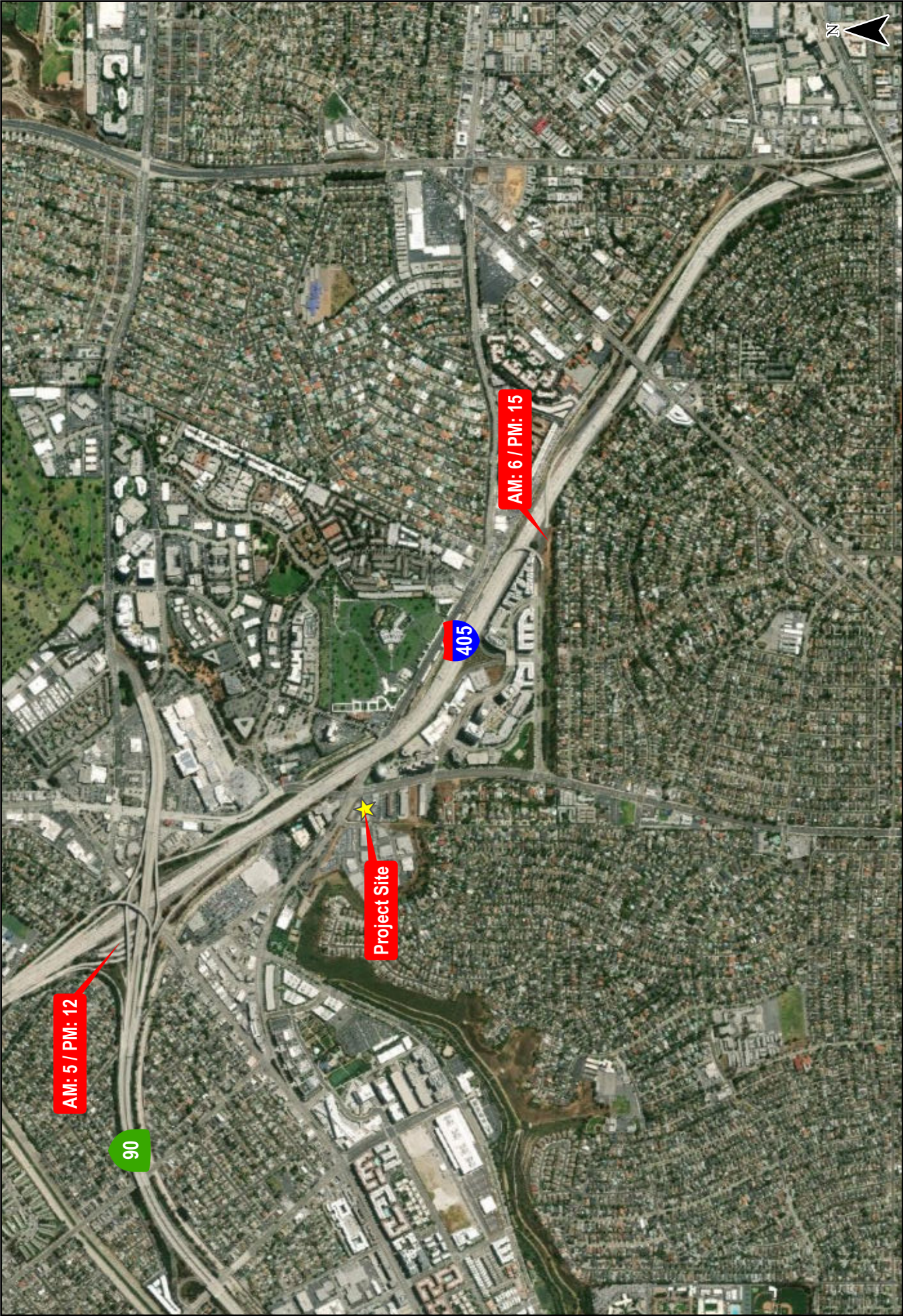




- Project Site
- 0.25-Mile Boundary
- Bus Stop
- ADA Ramp with Yellow Truncated Dome
- ADA Ramp
- High Visibility Crosswalk (Controlled)
- Standard Crosswalk (Controlled)
- Bikeways Existing**
  - Bicycle Lane
- Bikeways Future**
  - Tier 1 (Bicycle Enhanced Network)

Figure 3-2  
 Facilities Inventory  
 Sepulveda/Centinela Mixed-Use Project





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Figure 4-1  
Net New Project Freeway Off-Ramp Traffic Volumes

Maxar



**Table 3-2  
RELATED PROJECTS LIST AND TRIP GENERATION [1]**

19-Mar-21

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]		PM PEAK HOUR VOLUMES [2]			
				LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
City of Los Angeles													
LA1	6733 S. Sepulveda Boulevard Residential	Under Construction	6733 S. Sepulveda Boulevard	Apartments	176 DU		270	(31)	55	24	16	6	22
LA2	11869 S. Teale Street Office	Proposed	11869 S. Teale Street	Office Warehouse	29,819 GSF (26,687) GSF		240	35	5	40	10	59	69
LA3	11811 S. Teale Street Office	Proposed	11811 S. Teale Street	Office	10,925 GSF		121	15	2	17	5	26	31
LA4	Hanover West LA	Under Construction	6711 S. Sepulveda Boulevard	Apartments	180 DU		1,063	17	70	87	73	37	110
City of Culver City													
CC1	Entrada Office Tower	Under Construction	6161 Centinela Avenue	Office	281,194 GSF	[3]	2,739	280	46	326	52	271	323
CC2	Bristol Parkway	Proposed	6221-6229 Bristol Parkway	Apartments Live/Work Units Commercial Commercial	712 DU 50 DU 20,767 GSF (60,000) GSF	[4] [4] [5] [5]	5,212 366 784 (2,265)	75 5 12 (35)	253 18 8 (21)	328 23 20 (56)	251 18 38 (110)	148 10 41 (119)	399 28 79 (229)
TOTAL							8,530	373	436	809	353	479	832

[1] Source: City of Los Angeles Department of Transportation Related Projects List and City of Culver City Active Projects Map.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 710 (General Office Building) trip generation average rates.

[4] ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates.

[5] ITE Land Use Code 820 (Shopping Center) trip generation average rates.

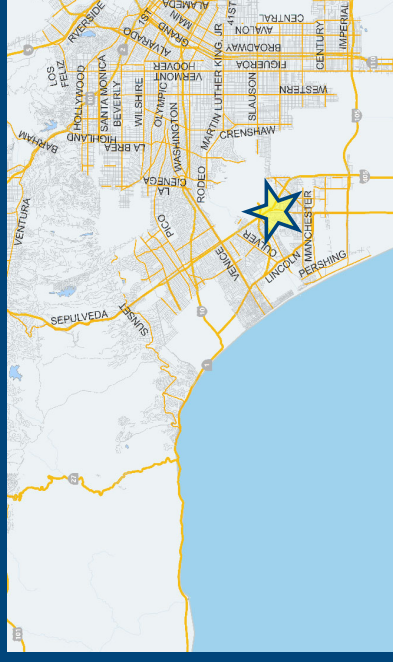
# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

Project: Sepulveda/Centinel Mixed-Use  
Scenario: Proposed Project  
Address: 6501 S SEPULVEDA BLVD, 90045



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
Retail   High-Turnover Sit-Down Restaurant	9,448	ksf
Retail   General Retail	23,223	ksf
Retail   High-Turnover Sit-Down Restaurant	9,448	ksf

Click here to add a single custom land use type (will be included in the above list)

## Proposed Project Land Use

Land Use Type	Value	Unit
Retail   High-Turnover Sit-Down Restaurant	10,783	ksf
Housing   Multi-Family	321	DU
Retail   High-Turnover Sit-Down Restaurant	10,783	ksf
Housing   Affordable Housing - Family	41	DU

Click here to add a single custom land use type (will be included in the above list)

## Project Screening Summary

Existing Land Use	Proposed Project
1,884 Daily Vehicle Trips	2,946 Daily Vehicle Trips
14,153 Daily VMT	21,390 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	1,062 Net Daily Trips
The net increase in daily VMT ≤ 0	7,237 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	10,783 ksf

**The proposed project is required to perform VMT analysis.**



# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

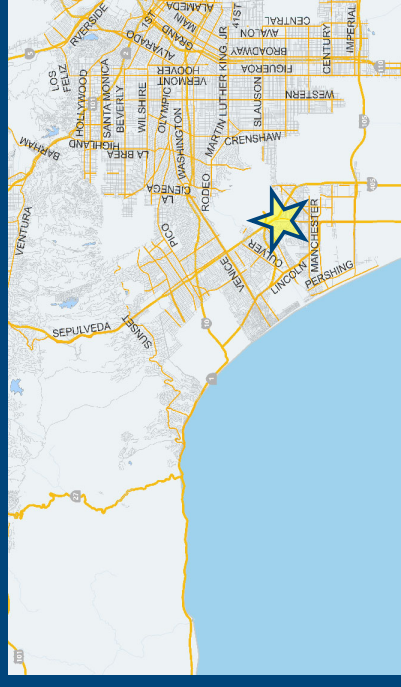


## Project Information

**Project:** Sepulveda/Centinel Mixed-Use

**Scenario:** Proposed Project

**Address:** 6501 S SEPULVEDA BLVD, 90045



Proposed Project Land Use Type	Value	Unit
Housing   Multi-Family	321	DU
Retail   High-Turnover Sit-Down Restaurant	10.783	ksf
Housing   Affordable Housing - Family	41	DU

## TDM Strategies

Select each section to show individual strategies  
Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

Max Home Based TDM Achieved?	Proposed Project	With Mitigation
Max Work Based TDM Achieved?	No	No

**A**

**Parking**

Reduce Parking Supply  
city code parking provision for the project site  
590  
actual parking provision for the project site  
520

☒ Proposed Prj ☐ Mitigation

Unbundle Parking  
monthly parking cost (dollar) for the project site  
25  
percent of employees eligible  
50

☐ Proposed Prj ☐ Mitigation

Parking Cash-Out  
daily parking charge (dollar)  
6.00  
percent of employees subject to priced parking  
50

☐ Proposed Prj ☐ Mitigation

Price Workplace Parking  
cost (dollar) of annual permit  
200

☐ Proposed Prj ☐ Mitigation

Residential Area Parking Permits  
☐ Proposed Prj ☐ Mitigation

**B** Transit

**C** Education & Encouragement

**D** Commute Trip Reductions

**E** Shared Mobility

**F** Bicycle Infrastructure

**G** Neighborhood Enhancement

## Analysis Results

Proposed Project	With Mitigation
2,645 Daily Vehicle Trips	2,645 Daily Vehicle Trips
19,197 Daily VMT	19,197 Daily VMT
7.1 Household VMT per Capita	7.1 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?	
<b>Household: No</b> Threshold = 7.4 15% Below APC	<b>Household: No</b> Threshold = 7.4 15% Below APC
<b>Work: N/A</b> Threshold = 11.1 15% Below APC	<b>Work: N/A</b> Threshold = 11.1 15% Below APC



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: April 26, 2021

Project Name: Sepulveda/Centinelita Mixed-Use

Project Scenario: Proposed Project

Project Address: 6501 S SEPULVEDA BLVD, 90045



Version 1.3

Project Information			
	Land Use Type	Value	Units
Housing	Single Family	0	DU
	Multi Family	321	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	41	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
	General Retail	0.000	ksf
Retail	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	10.783	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
Office	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Industrial	General Office	0.000	ksf
	Medical Office	0.000	ksf
School	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
	University	0	Students
	High School	0	Students
Other	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Project and Analysis Overview		0	Trips

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: April 26, 2021

Project Name: Sepulveda/Centinelita Mixed-Use

Project Scenario: Proposed Project

Project Address: 6501 S SEPULVEDA BLVD, 90045



Version 1.3

Analysis Results				
Total Employees: 43 Total Population: 852				
Proposed Project			With Mitigation	
2,645	Daily Vehicle Trips		2,645	Daily Vehicle Trips
19,197	Daily VMT		19,197	Daily VMT
7.1	Household VMT per Capita		7.1	Household VMT per Capita
N/A	Work VMT per Employee		N/A	Work VMT per Employee
Significant VMT Impact?				
APC: West Los Angeles				
Impact Threshold: 15% Below APC Average Household = 7.4 Work = 11.1				
Proposed Project			With Mitigation	
VMT Threshold	Impact		VMT Threshold	Impact
Household > 7.4 Work > 11.1	No N/A		Household > 7.4 Work > 11.1	No N/A

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: April 26, 2021

Project Name: Sepulveda/Centinela Mixed-Use

Project Scenario: Proposed Project

Project Address: 6501 S SEPULVEDA BLVD, 90045



Version 1.3

TDM Strategy Inputs			
Strategy Type	Description	Proposed Project	Mitigations
Parking	City code parking provision (spaces)	590	590
	Actual parking provision (spaces)	520	520
	Monthly cost for parking (\$)	\$0	\$0
	Employees eligible (%)	0%	0%
	Daily parking charge (\$)	\$0.00	\$0.00
	Employees subject to priced parking (%)	0%	0%
	Cost of annual permit (\$)	\$0	\$0
	Residential area parking permits		
(cont. on following page)			



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: April 26, 2021

Project Name: Sepulveda/Centinel Mixed-Use

Project Scenario: Proposed Project

Project Address: 6501 S SEPULVEDA BLVD, 90045



Version 1.3

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit	Reduce transit headways	0%	0%
	Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
	Lines within project site improved (<50%, >=50%)	0	0
	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
	Employees and residents participating (%)	0%	0%
Education & Encouragement	Promotions and marketing	100%	100%
(cont. on following page)			

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: April 26, 2021  
 Project Name: Sepulveda/Centinel Mixed-Use  
 Project Scenario: Proposed Project  
 Project Address: 6501 S SEPULVEDA BLVD, 90045



Version 1.3

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Commuter Trip Reductions	Required commute trip reduction program	0%	0%
	Alternative Work Schedules and Telecommute	0%	0%
	Employees participating (%)	0	0
	Type of program	0	0
	Degree of implementation (low, medium, high)	0	0
Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%
	Employer size (small, medium, large)	0	0
	Employees eligible (%)	0%	0%
Shared Mobility	Ride-share program	0	0
	Car share project setting (Urban, Suburban, All Other)	0	0
	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)			

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: April 26, 2021

Project Name: Sepulveda/Centinela Mixed-Use

Project Scenario: Proposed Project

Project Address: 6501 S SEPULVEDA BLVD, 90045



Version 1.3

### TDM Strategy Inputs, Cont.

Strategy Type	Description	Proposed Project	Mitigations
<b>Bicycle Infrastructure</b>	Implement/Improve on-street bicycle facility	0	0
	Include Bike parking per LAMC	Yes	Yes
	Include secure bike parking and showers	0	0
<b>Neighborhood Enhancement</b>	Traffic calming improvements	0%	0%
	Pedestrian network improvements	0	0

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: April 26, 2021

Project Name: Sepulveda/Centinel Mixed-Use

Project Scenario: Proposed Project

Project Address: 6501 S SEPULVEDA BLVD, 90045



Version 1.3

TDM Adjustments by Trip Purpose & Strategy													
Place type: Suburban Center													
	Home Based Work			Home Based Other			Home Based Other			Non-Home Based Other			Source
	Proposed	Mitigated	Attraction	Proposed	Mitigated	Attraction	Proposed	Mitigated	Attraction	Proposed	Mitigated	Attraction	
<b>Parking</b>	Reduce parking supply	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	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%	
	Price workplace parking	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%	
<b>Transit</b>	Reduce transit headways	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%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
<b>Education &amp; Encouragement</b>	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	
	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
<b>Commute Trip Reductions</b>	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Employer sponsored vanpool or shuttle	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%	
	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Shared Mobility</b>	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	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%	

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: April 26, 2021

Project Name: Sepulveda/Centinela Mixed-Use

Project Scenario: Proposed Project

Project Address: 6501 S SEPULVEDA BLVD, 90045



Version 1.3

### TDM Adjustments by Trip Purpose & Strategy, Cont.

#### Place type: Suburban Center

	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	
<b>Bicycle Infrastructure</b>	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%	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%	
	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%	
<b>Neighborhood Enhancement</b>	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%	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%	

### 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
<b>COMBINED TOTAL</b>	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	7%
<b>MAX. TDM EFFECT</b>	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%

$$= \text{Minimum } (X\%, 1 - [(1-A) * (1-B)...])$$

where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	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: April 26, 2021

Project Name: Sepulveda/Centinela Mixed-Use

Project Scenario: Proposed Project

Project Address: 6501 S SEPULVEDA BLVD, 90045



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	322	-10.2%	289	8.2	2,640	2,370
Home Based Other Production	893	-25.2%	668	6.5	5,805	4,342
Non-Home Based Other Production	721	-1.9%	707	7.3	5,263	5,161
Home-Based Work Attraction	63	-19.0%	51	10.0	630	510
Home-Based Other Attraction	1,124	-25.6%	836	6.9	7,756	5,768
Non-Home Based Other Attraction	405	-2.5%	395	8.2	3,321	3,239

### MXD Methodology with TDM Measures

	Proposed Project			Project with Mitigation Measures		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-10.3%	259	2,127	-10.3%	259	2,127
Home Based Other Production	-10.3%	600	3,897	-10.3%	600	3,897
Non-Home Based Other Production	-10.3%	635	4,632	-10.3%	635	4,632
Home-Based Work Attraction	-10.3%	46	458	-10.3%	46	458
Home-Based Other Attraction	-10.3%	750	5,176	-10.3%	750	5,176
Non-Home Based Other Attraction	-10.3%	355	2,907	-10.3%	355	2,907

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 852

Total Employees: 43

APC: West Los Angeles

	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	6,024	6,024
Total Home Based Work Attraction VMT	458	458
Total Home Based VMT Per Capita	7.1	7.1
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:	Jason Shender
Title:	Transportation Planner III
Company:	Linscott, Law & Greenspan, Engineers
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367
Phone:	(818) 835-8648
Email Address:	jshender@llgengineers.com
Date:	4/26/2021

## **APPENDIX B**

### **LADOT VMT CALCULATOR OUTPUT**

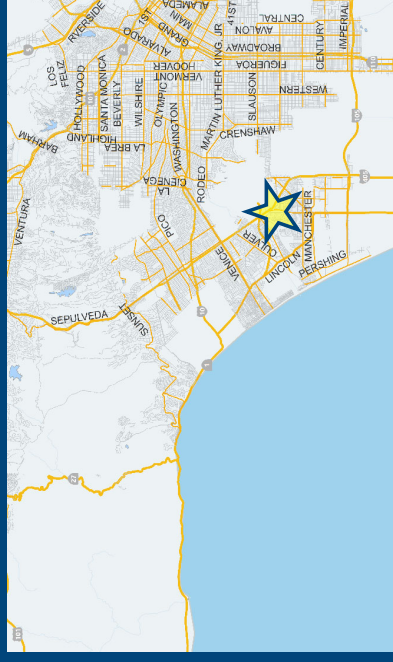
# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

Project: Sepulveda/Centinel Mixed-Use  
Scenario: Proposed Project  
Address: 6501 S SEPULVEDA BLVD, 90045



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
Retail   High-Turnover Sit-Down Restaurant	9,448	ksf
Retail   General Retail	23,223	ksf
Retail   High-Turnover Sit-Down Restaurant	9,448	ksf

Click here to add a single custom land use type (will be included in the above list)

## Proposed Project Land Use

Land Use Type	Value	Unit
Retail   High-Turnover Sit-Down Restaurant	10,783	ksf
Housing   Multi-Family	321	DU
Retail   High-Turnover Sit-Down Restaurant	10,783	ksf
Housing   Affordable Housing - Family	41	DU

Click here to add a single custom land use type (will be included in the above list)

## Project Screening Summary

Existing Land Use	Proposed Project
1,884 Daily Vehicle Trips	2,946 Daily Vehicle Trips
14,153 Daily VMT	21,390 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	1,062 Net Daily Trips
The net increase in daily VMT ≤ 0	7,237 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	10,783 ksf

**The proposed project is required to perform VMT analysis.**



# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

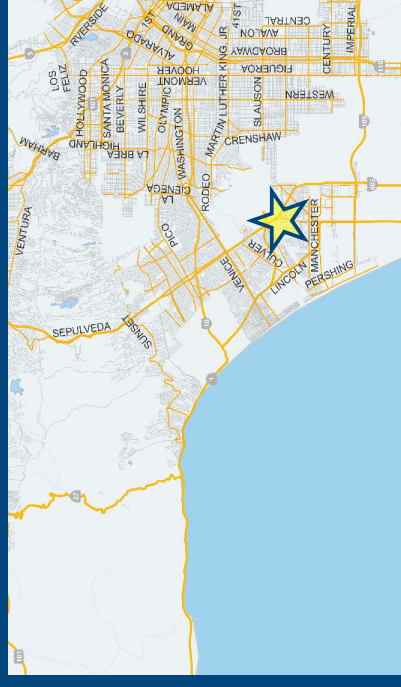


## Project Information

**Project:** Sepulveda/Centinel Mixed-Use

**Scenario:** Proposed Project

**Address:** 6501 S SEPULVEDA BLVD, 90045



Proposed Project	Land Use Type	Value	Unit
Housing   Multi-Family		321	DU
Retail   High-Turnover Sit-Down Restaurant		10.783	ksf
Housing   Affordable Housing - Family		41	DU

## TDM Strategies

Select each section to show individual strategies  
Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

Max Home Based TDM Achieved?	Proposed Project	With Mitigation
Max Work Based TDM Achieved?	No	No

**A**

**Parking**

Reduce Parking Supply ☐ city code parking provision for the project site  
587

☒ Proposed Prj ☐ Mitigation  
520

Unbundle Parking ☐ actual parking provision for the project site  
25

☐ Proposed Prj ☐ Mitigation  
50

Parking Cash-Out ☐ monthly parking cost (dollar) for the project site  
50

☐ Proposed Prj ☐ Mitigation  
percent of employees eligible

Price Workplace Parking ☐ daily parking charge (dollar)  
6.00

☐ Proposed Prj ☐ Mitigation  
50

Residential Area Parking ☐ percent of employees subject to priced parking  
200

☐ Proposed Prj ☐ Mitigation  
cost (dollar) of annual permit

**B** Transit

**C** Education & Encouragement

**D** Commute Trip Reductions

**E** Shared Mobility

**F** Bicycle Infrastructure

**G** Neighborhood Enhancement

## Analysis Results

Proposed Project	With Mitigation
2,650 Daily Vehicle Trips	2,650 Daily Vehicle Trips
19,243 Daily VMT	19,243 Daily VMT
7.1 Household VMT per Capita	7.1 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?	
Household: No Threshold = 7.4 15% Below APC	Household: No Threshold = 7.4 15% Below APC
Work: N/A Threshold = 11.1 15% Below APC	Work: N/A Threshold = 11.1 15% Below APC



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: June 15, 2021

Project Name: Sepulveda/Centinelita Mixed-Use

Project Scenario: Proposed Project

Project Address: 6501 S SEPULVEDA BLVD, 90045



Version 1.3

Project Information			
	Land Use Type	Value	Units
Housing	Single Family	0	DU
	Multi Family	321	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	41	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
	General Retail	0.000	ksf
Retail	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	10.783	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
Office	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Industrial	General Office	0.000	ksf
	Medical Office	0.000	ksf
School	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
	University	0	Students
	High School	0	Students
Other	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Project and Analysis Overview		0	Trips

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: June 15, 2021

Project Name: Sepulveda/Centinela Mixed-Use

Project Scenario: Proposed Project

Project Address: 6501 S SEPULVEDA BLVD, 90045



Version 1.3

Analysis Results				
Total Employees: 43 Total Population: 852				
Proposed Project		With Mitigation		
2,650 19,243	Daily Vehicle Trips Daily VMT	2,650 19,243	Daily Vehicle Trips Daily VMT	
7.1 N/A	Household VMT per Capita Work VMT per Employee	7.1 N/A	Household VMT per Capita Work VMT per Employee	
Significant VMT Impact?				
APC: West Los Angeles				
Impact Threshold: 15% Below APC Average Household = 7.4 Work = 11.1				
Proposed Project		With Mitigation		
VMT Threshold	Impact	VMT Threshold	Impact	
Household > 7.4 Work > 11.1	No N/A	Household > 7.4 Work > 11.1	No N/A	No N/A

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: June 15, 2021

Project Name: Sepulveda/Centinela Mixed-Use

Project Scenario: Proposed Project

Project Address: 6501 S SEPULVEDA BLVD, 90045



Version 1.3

TDM Strategy Inputs			
Strategy Type	Description	Proposed Project	Mitigations
Parking	City code parking provision (spaces)	587	587
	Actual parking provision (spaces)	520	520
	Monthly cost for parking (\$)	\$0	\$0
	Employees eligible (%)	0%	0%
	Daily parking charge (\$)	\$0.00	\$0.00
	Employees subject to priced parking (%)	0%	0%
	Cost of annual permit (\$)	\$0	\$0
	Residential area parking permits		
(cont. on following page)			



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: June 15, 2021

Project Name: Sepulveda/Centinel Mixed-Use

Project Scenario: Proposed Project

Project Address: 6501 S SEPULVEDA BLVD, 90045



Version 1.3

### TDM Strategy Inputs, Cont.

Strategy Type	Description	Proposed Project	Mitigations
Transit	Reduce transit headways	0%	0%
	Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
	Lines within project site improved (<50%, >=50%)	0	0
	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
	Employees and residents participating (%)	0%	0%
Education & Encouragement	Voluntary travel behavior change program		
	Promotions and marketing	100%	100%
(cont. on following page)			

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: June 15, 2021  
 Project Name: Sepulveda/Centinel Mixed-Use  
 Project Scenario: Proposed Project  
 Project Address: 6501 S SEPULVEDA BLVD, 90045



Version 1.3

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	0%	0%
	Alternative Work Schedules and Telecommute	0%	0%
	Employees participating (%)	0	0
	Employees participating (%)	0	0
	Type of program	0	0
Shared Mobility	Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	0%	0%
	Employees eligible (%)	0	0
	Employer size (small, medium, large)	0	0
	Ride-share program	0%	0%
	Car share	0	0
	Car share project setting (Urban, Suburban, All Other)	0	0
	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	0	0
	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)			

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: June 15, 2021

Project Name: Sepulveda/Centinela Mixed-Use

Project Scenario: Proposed Project

Project Address: 6501 S SEPULVEDA BLVD, 90045



Version 1.3

### TDM Strategy Inputs, Cont.

Strategy Type	Description	Proposed Project	Mitigations
<b>Bicycle Infrastructure</b>	Implement/Improve on-street bicycle facility	0	0
	Include Bike parking per LAMC	Yes	Yes
	Include secure bike parking and showers	0	0
<b>Neighborhood Enhancement</b>	Traffic calming improvements	0%	0%
	Traffic calming improvements with intersections with traffic calming improvements (%)	0%	0%
	Pedestrian network improvements	0	0

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: June 15, 2021

Project Name: Sepulveda/Centinel Mixed-Use

Project Scenario: Proposed Project

Project Address: 6501 S SEPULVEDA BLVD, 90045



Version 1.3

TDM Adjustments by Trip Purpose & Strategy													
Place type: Suburban Center													
	Home Based Work			Home Based Other			Home Based Other			Non-Home Based Other			Source
	Proposed	Mitigated	Attraction	Proposed	Mitigated	Attraction	Proposed	Mitigated	Attraction	Proposed	Mitigated	Attraction	
<b>Parking</b>	Reduce parking supply	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	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%	
	Price workplace parking	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%	
<b>Transit</b>	Reduce transit headways	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%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
<b>Education &amp; Encouragement</b>	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	
	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
<b>Commute Trip Reductions</b>	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Employer sponsored vanpool or shuttle	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%	
	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Shared Mobility</b>	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	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%	

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: June 15, 2021

Project Name: Sepulveda/Centinel Mixed-Use

Project Scenario: Proposed Project

Project Address: 6501 S SEPULVEDA BLVD, 90045



Version 1.3

### TDM Adjustments by Trip Purpose & Strategy, Cont.

#### Place type: Suburban Center

	Home Based Work Production		Home Based Other Attraction		Home Based Other Production		Non-Home Based Other Attraction		Non-Home Based Other Production		Source
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
<b>Bicycle Infrastructure</b>	Implement/ improve on-street bicycle facility	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%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Neighborhood Enhancement</b>	Traffic calming improvements	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%	

### Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Other Attraction		Home Based Other Production		Non-Home Based Other Attraction		Non-Home Based Other Production	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
<b>COMBINED TOTAL</b>	10%	10%	10%	10%	10%	10%	10%	10%	10%	6%
<b>MAX. TDM EFFECT</b>	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%

$$= \text{Minimum } (X\%, 1 - [(1-A) * (1-B)...])$$

where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	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: June 15, 2021

Project Name: Sepulveda/Centinela Mixed-Use

Project Scenario: Proposed Project

Project Address: 6501 S SEPULVEDA BLVD, 90045



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	322	-10.2%	289	8.2	2,640	2,370
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Non-Home Based Other Attraction	405	-2.5%	395	8.2	3,321	3,239

### MXD Methodology with TDM Measures

	Proposed Project			Project with Mitigation Measures		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-10.0%	260	2,132	-10.0%	260	2,132
Home Based Other Production	-10.0%	601	3,906	-10.0%	601	3,906
Non-Home Based Other Production	-10.0%	636	4,643	-10.0%	636	4,643
Home-Based Work Attraction	-10.0%	46	459	-10.0%	46	459
Home-Based Other Attraction	-10.0%	752	5,189	-10.0%	752	5,189
Non-Home Based Other Attraction	-10.0%	355	2,914	-10.0%	355	2,914

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 852

Total Employees: 43

APC: West Los Angeles

	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	6,038	6,038
Total Home Based Work Attraction VMT	459	459
Total Home Based VMT Per Capita	7.1	7.1
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:	Jason Shender, AICP
Title:	Transportation Planner III
Company:	Linscott, Law & Greenspan, Engineers
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367
Phone:	(818) 835-8648
Email Address:	jshender@llgengineers.com
Date:	6/15/2021

# **APPENDIX C**

## **MANUAL TRAFFIC COUNT DATA**



City Of Los Angeles  
Department Of Transportation  
MANUAL TRAFFIC COUNT SUMMARY

STREET:  
North/South Centinela Ave

East/West Bluff Creek Dr\_Major St

Day: Thursday Date: April 28, 2016 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District:  I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	89	90	12	8
BIKES	20	21	5	8
BUSES	1	23	9	30

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	419	8.15	228	8.00	15	9.00	77	9.15
PM PK 15 MIN	195	17.15	527	17.00	74	17.30	33	17.00
AM PK HOUR	1637	8.15	795	8.00	52	9.00	281	8.45
PM PK HOUR	747	17.00	1968	17.00	242	17.00	105	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	102	1396	14	1512
8-9	286	1284	33	1603
9-10	352	953	22	1327
15-16	41	605	21	667
16-17	27	677	15	719
17-18	39	691	17	747
TOTAL	847	5606	122	6575

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	17	492	23	532
8-9	58	684	53	795
9-10	43	521	61	625
15-16	58	1487	25	1570
16-17	57	1688	15	1760
17-18	75	1874	19	1968
TOTAL	308	6746	196	7250

TOTAL

N-S
2044
2398
1952
2237
2479
2715
13825

XING S/L

Ped	Sch
4	0
6	0
8	0
6	0
9	0
12	3
45	3

XING N/L

Ped	Sch
3	1
15	0
7	0
4	0
4	0
12	0
45	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	9	9	21
8-9	6	9	22	37
9-10	9	18	25	52
15-16	13	42	137	192
16-17	14	40	99	153
17-18	26	50	166	242
TOTAL	71	168	458	697

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	17	71	27	115
8-9	23	160	30	213
9-10	31	210	24	265
15-16	24	26	33	83
16-17	38	13	21	72
17-18	47	21	37	105
TOTAL	180	501	172	853

TOTAL

E-W
136
250
317
275
225
347
1550

XING W/L

Ped	Sch
2	0
2	0
1	0
8	0
5	0
9	0
27	0

XING E/L

Ped	Sch
2	2
12	1
5	0
2	0
1	0
19	3
41	6

# ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

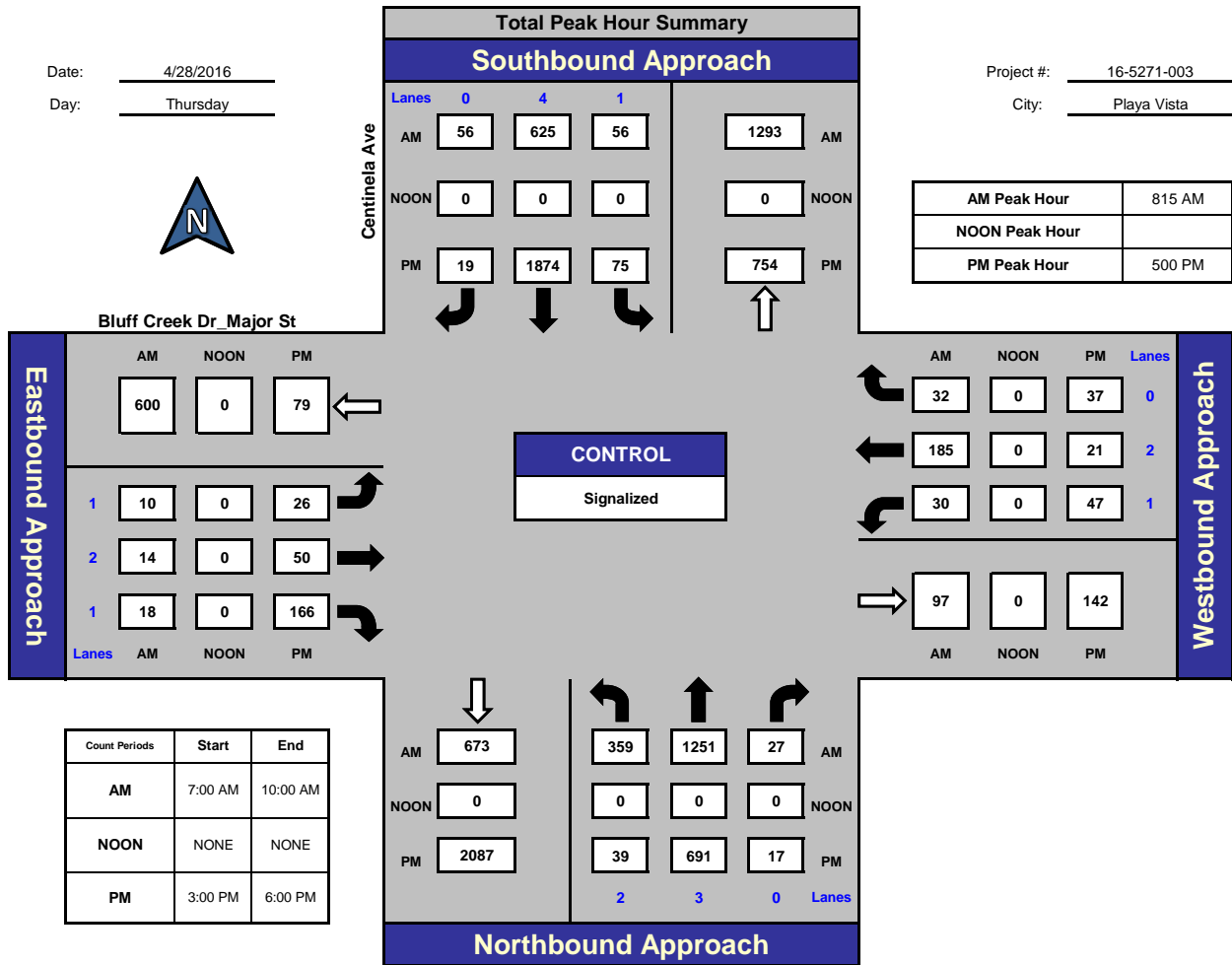
## Centinela Ave and Bluff Creek Dr Major St , Playa Vista

Date: 4/28/2016

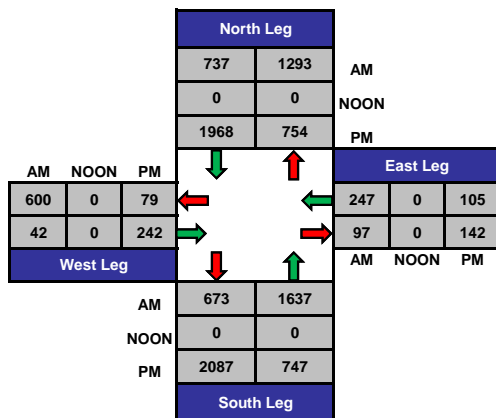
Day: Thursday

Project #: 16-5271-003

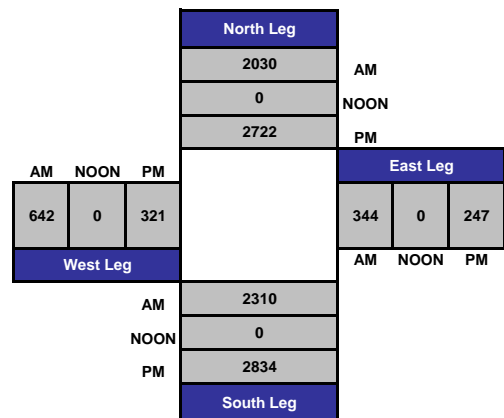
City: Playa Vista



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5271-003

Day: Thursday

City: Playa Vista

**TOTALS**

Date: 4/28/2016

AM													
NS/EW Streets:	Centinela Ave			Centinela Ave			Bluff Creek Dr_Major St			Bluff Creek Dr_Major St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 3	NR 0	SL 1	ST 4	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
7:00 AM	24	313	1	4	88	7	0	5	2	7	13	9	473
7:15 AM	22	367	4	1	111	8	1	1	1	5	18	9	548
7:30 AM	23	349	4	5	118	2	1	0	2	3	16	2	525
7:45 AM	33	367	5	7	175	6	1	3	4	2	24	7	634
8:00 AM	36	312	15	15	202	11	0	0	10	5	28	7	641
8:15 AM	58	353	8	19	161	9	1	3	4	5	35	9	665
8:30 AM	82	320	5	10	165	9	0	3	3	5	41	10	653
8:45 AM	110	299	5	14	156	24	5	3	5	8	56	4	689
9:00 AM	109	279	9	13	143	14	4	5	6	12	53	9	656
9:15 AM	105	255	3	8	138	21	1	2	10	8	65	4	620
9:30 AM	79	221	3	7	130	15	1	6	2	4	53	5	526
9:45 AM	59	198	7	15	110	11	3	5	7	7	39	6	467
<b>TOTAL VOLUMES :</b>	740	3633	69	118	1697	137	18	36	56	71	441	81	7097
<b>APPROACH %'s :</b>	16.66%	81.79%	1.55%	6.05%	86.94%	7.02%	16.36%	32.73%	50.91%	11.97%	74.37%	13.66%	
<b>PEAK HR START TIME :</b>	815 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	359	1251	27	56	625	56	10	14	18	30	185	32	2663
<b>PEAK HR FACTOR :</b>	0.977			0.950			0.700			0.834			0.966

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5271-003

Day: Thursday

City: Playa Vista

TOTALS

Date: 4/28/2016

PM													
NS/EW Streets:	Centinela Ave			Centinela Ave			Bluff Creek Dr_Major St			Bluff Creek Dr_Major St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 3	NR 0	SL 1	ST 4	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
3:00 PM	13	163	8	18	299	5	1	11	29	8	10	7	572
3:15 PM	15	134	4	13	375	7	4	9	42	4	5	7	619
3:30 PM	8	147	3	11	422	4	4	10	45	4	3	6	667
3:45 PM	5	161	6	16	391	9	4	12	21	8	8	13	654
4:00 PM	10	170	5	16	394	5	6	10	31	15	5	5	672
4:15 PM	4	178	2	16	398	5	1	8	28	8	3	5	656
4:30 PM	8	152	3	13	439	3	4	12	21	8	3	6	672
4:45 PM	5	177	5	12	457	2	3	10	19	7	2	5	704
5:00 PM	10	154	3	20	501	6	6	12	43	20	5	8	788
5:15 PM	10	182	3	22	448	6	6	12	38	10	3	5	745
5:30 PM	11	175	5	16	447	3	8	16	50	11	6	11	759
5:45 PM	8	180	6	17	478	4	6	10	35	6	7	13	770
TOTAL VOLUMES :	107	1973	53	190	5049	59	53	132	402	109	60	91	8278
APPROACH %'s :	5.02%	92.50%	2.48%	3.59%	95.30%	1.11%	9.03%	22.49%	68.48%	41.92%	23.08%	35.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	39	691	17	75	1874	19	26	50	166	47	21	37	3062
PEAK HR FACTOR :	0.958			0.934			0.818			0.795			0.971

CONTROL : Signalized



Arizona Ave

Centinela Ave

School Day: YES District: I/S CODE

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	26	9.45	0	0.00	252	8.15	550	8.45
PM PK 15 MIN	49	17.15	0	0.00	548	17.00	239	17.30
AM PK HOUR	94	9.00	0	0.00	882	8.15	2049	8.15
PM PK HOUR	165	16.45	0	0.00	2101	17.00	903	17.00

## XING N/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0

## XING E/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0

0	0
---	---



# ITM Peak Hour Summary

Prepared by:

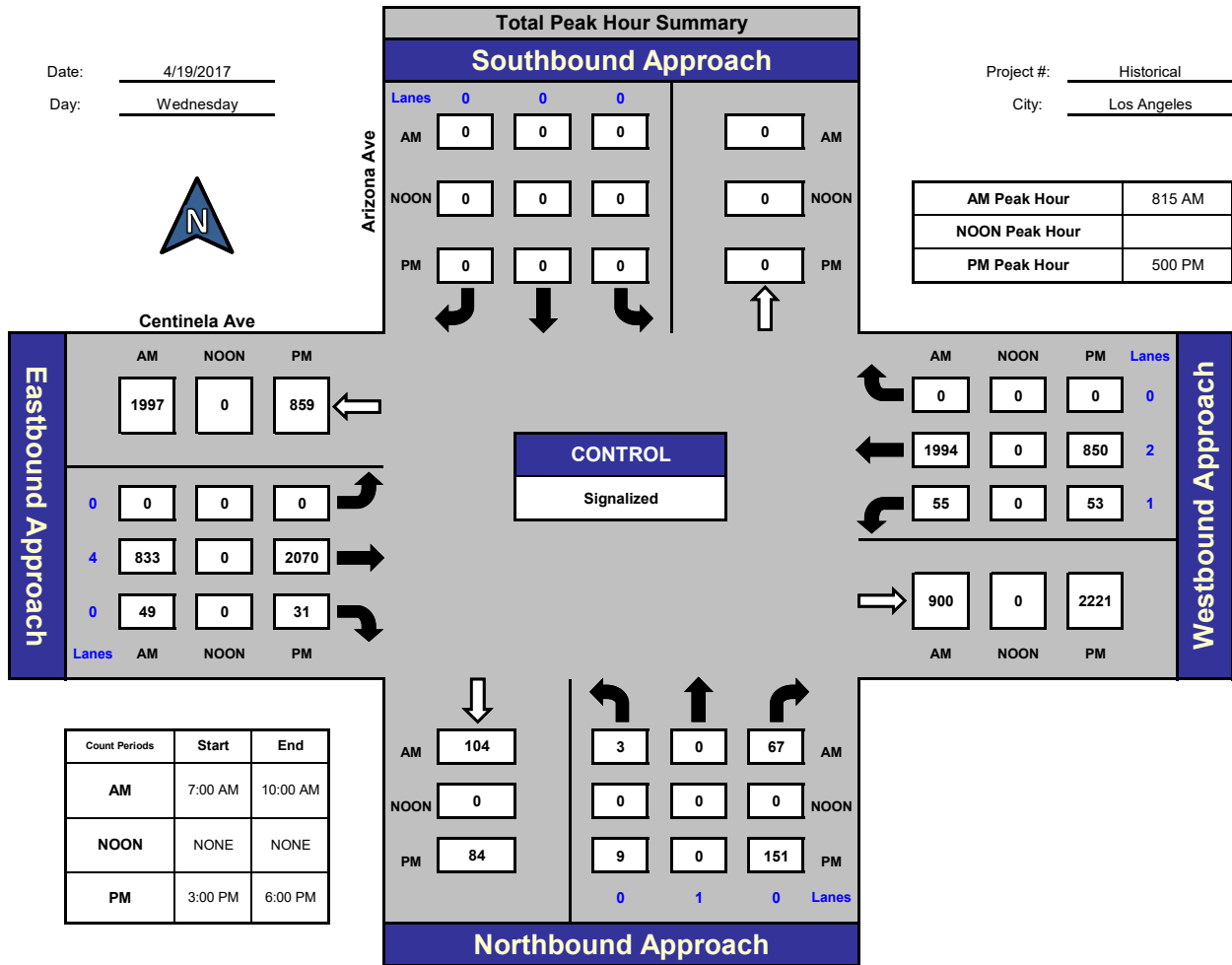


National Data & Surveying Services

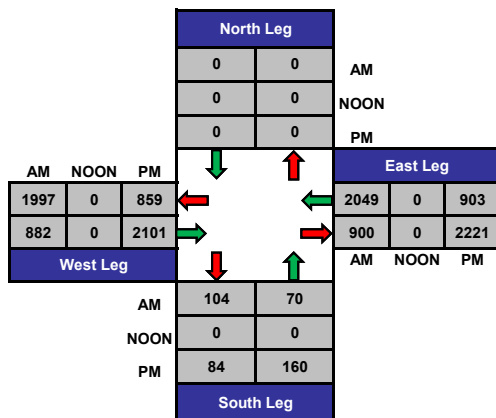
## Arizona Ave and Centinela Ave , Los Angeles

Date: 4/19/2017  
Day: Wednesday

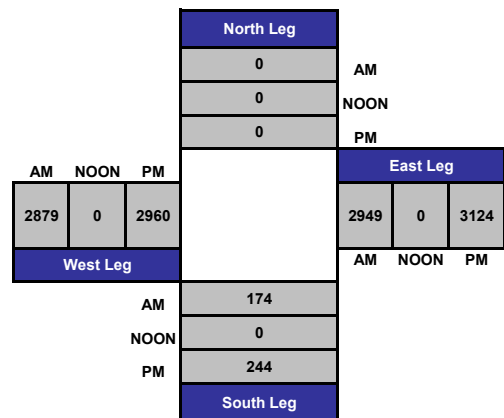
Project #: Historical  
City: Los Angeles



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

City: Los Angeles

TOTALS

Date: 4/19/2017

AM

NS/EW Streets:		Arizona Ave			Arizona Ave			Centinela Ave			Centinela Ave			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 0	NT 1	NR 0	SL 0	ST 0	SR 0	EL 0	ET 4	ER 0	WL 1	WT 2	WR 0	TOTAL
7:00 AM		0	0	10	0	0	0	0	97	16	14	433	0	570
7:15 AM		0	0	10	0	0	0	0	109	11	31	447	0	608
7:30 AM		0	0	23	0	0	0	0	164	19	37	461	0	704
7:45 AM		0	0	15	0	0	0	0	169	13	34	483	0	714
8:00 AM		0	0	19	0	0	0	0	189	13	11	494	0	726
8:15 AM		2	0	7	0	0	0	0	242	10	16	489	0	766
8:30 AM		0	0	24	0	0	0	0	196	9	12	459	0	700
8:45 AM		1	0	14	0	0	0	0	188	12	14	536	0	765
9:00 AM		0	0	22	0	0	0	0	207	18	13	510	0	770
9:15 AM		0	0	23	0	0	0	0	188	14	17	407	0	649
9:30 AM		1	0	22	0	0	0	1	189	13	14	387	0	627
9:45 AM		0	0	26	0	0	0	0	160	12	14	312	0	524
TOTAL VOLUMES :		NL 4	NT 0	NR 215	SL 0	ST 0	SR 0	EL 1	ET 2098	ER 160	WL 227	WT 5418	WR 0	TOTAL 8123
APPROACH %'s :		1.83%	0.00%	98.17%	#DIV/0!	#DIV/0!	#DIV/0!	0.04%	92.87%	7.08%	4.02%	95.98%	0.00%	
PEAK HR START TIME :		815 AM												TOTAL
PEAK HR VOL :		3	0	67	0	0	0	0	833	49	55	1994	0	3001
PEAK HR FACTOR :		0.729			0.000			0.875			0.931			0.974

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

City: Los Angeles

TOTALS

Date: 4/19/2017

NS/EW Streets:		PM													
		Arizona Ave			Arizona Ave			Centinela Ave			Centinela Ave				
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:		NL 0	NT 1	NR 0	SL 0	ST 0	SR 0	EL 0	ET 4	ER 0	WL 1	WT 2	WR 0	TOTAL	
3:00 PM		0	0	21	0	0	0	0	316	6	10	201	0	554	
3:15 PM		1	0	16	0	0	0	0	363	6	7	193	0	586	
3:30 PM		0	0	20	0	0	0	0	353	7	13	184	0	577	
3:45 PM		1	0	24	0	0	0	0	352	9	5	186	0	577	
4:00 PM		3	0	29	0	0	0	0	395	13	7	202	0	649	
4:15 PM		1	0	25	0	0	0	0	400	4	7	191	0	628	
4:30 PM		1	0	24	0	0	0	0	495	9	5	211	0	745	
4:45 PM		4	0	28	0	0	0	0	459	10	9	210	0	720	
5:00 PM		2	0	43	0	0	0	0	543	5	15	203	0	811	
5:15 PM		2	0	47	0	0	0	0	495	10	19	204	0	777	
5:30 PM		3	0	36	0	0	0	0	536	6	8	231	0	820	
5:45 PM		2	0	25	0	0	0	0	496	10	11	212	0	756	
TOTAL VOLUMES :		NL 20	NT 0	NR 338	SL 0	ST 0	SR 0	EL 0	ET 5203	ER 95	WL 116	WT 2428	WR 0	TOTAL 8200	
APPROACH %'s :		5.59%	0.00%	94.41%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	98.21%	1.79%	4.56%	95.44%	0.00%		
PEAK HR START TIME :		500 PM													TOTAL
PEAK HR VOL :		9	0	151	0	0	0	0	2070	31	53	850	0	3164	
PEAK HR FACTOR :		0.816			0.000			0.958			0.945			0.965	

CONTROL : Signalized



City Of Los Angeles  
Department Of Transportation  
MANUAL TRAFFIC COUNT SUMMARY

STREET:  
**North/South** Sepulveda Blvd

**East/West** Green Valley Circle

**Day:** Wednesday **Date:** April 19, 2017 **Weather:** SUNNY

**Hours:** 7-10 & 3-6 **Chekr:** NDS

**School Day:** YES **District:**  **I/S CODE**

	N/B	S/B	E/B	W/B
<b>DUAL- WHEELED</b>	120	74	0	32
<b>BIKES</b>	18	21	0	5
<b>BUSES</b>	81	101	0	65

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
<i>AM PK 15 MIN</i>	618	7.30	264	8.15	0	0.00	124	7.45
<i>PM PK 15 MIN</i>	512	17.30	452	17.30	0	0.00	174	17.00
<i>AM PK HOUR</i>	2323	7.00	993	8.00	0	0.00	452	7.30
<i>PM PK HOUR</i>	1829	17.00	1728	17.00	0	0.00	639	16.30

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	2145	178	2323
8-9	0	1984	303	2287
9-10	0	1632	294	1926
15-16	0	1280	360	1640
16-17	0	1240	385	1625
17-18	0	1380	449	1829
TOTAL	0	9661	1969	11630

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	103	566	0	669
8-9	141	852	0	993
9-10	89	609	0	698
15-16	227	1111	0	1338
16-17	229	1319	0	1548
17-18	242	1486	0	1728
TOTAL	1031	5943	0	6974

**TOTAL**

**XING S/L**

**XING N/L**

N-S	Ped	Sch	Ped	Sch
2992	0	0	7	0
3280	0	0	6	0
2624	0	0	14	0
2978	0	0	13	0
3173	1	0	26	0
3557	0	0	9	3
18604	1	0	75	3

**EASTBOUND 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

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	149	0	300	449
8-9	174	0	262	436
9-10	163	0	213	376
15-16	295	0	212	507
16-17	338	0	249	587
17-18	380	0	242	622
TOTAL	1499	0	1478	2977

**TOTAL**

**XING W/L**

**XING E/L**

E-W	Ped	Sch	Ped	Sch
449	0	0	10	0
436	0	0	5	0
376	0	0	15	0
507	0	0	11	0
587	0	0	18	3
622	0	0	21	4
2977	0	0	80	7

# ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

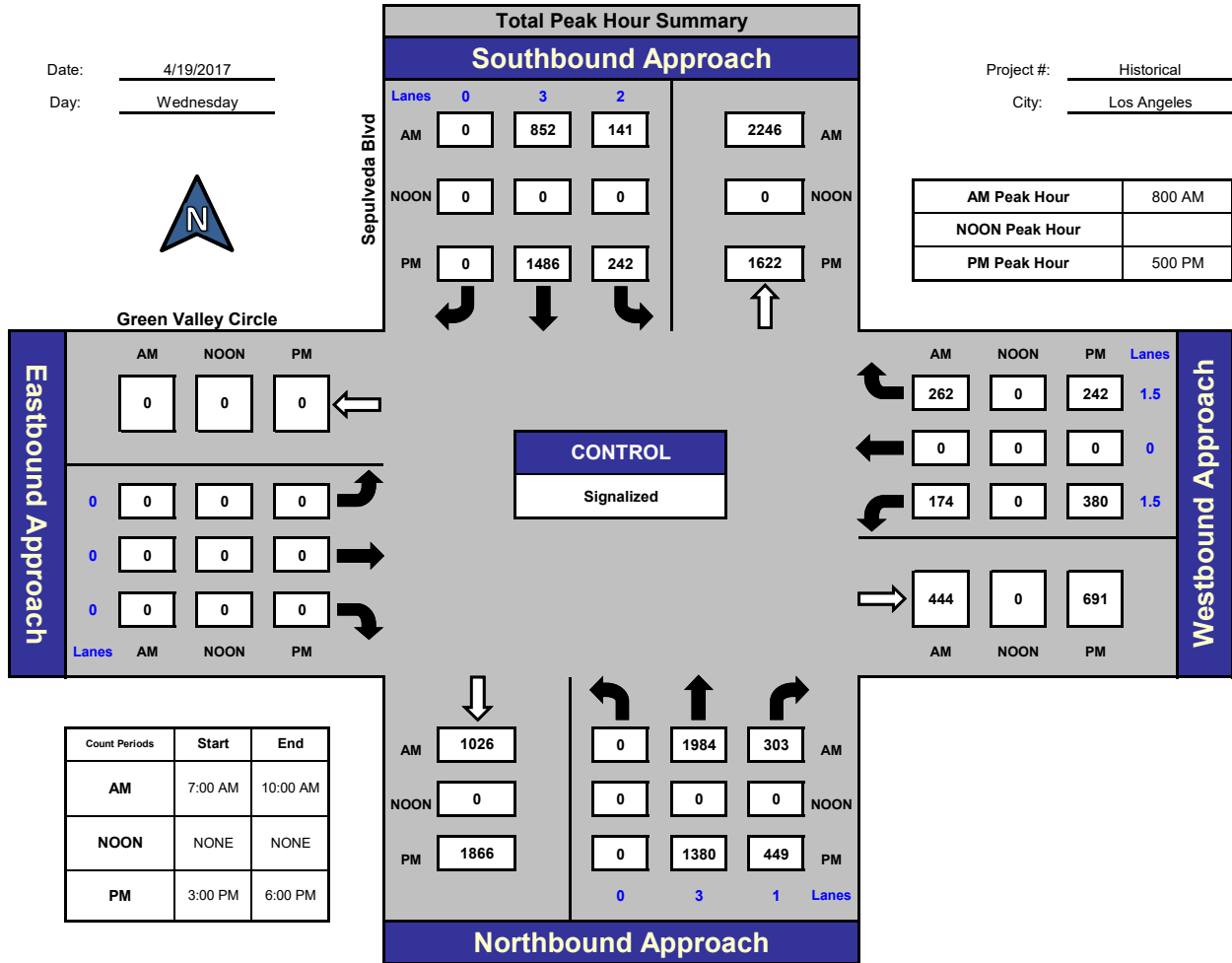
## Sepulveda Blvd and Green Valley Circle, Los Angeles

Date: 4/19/2017

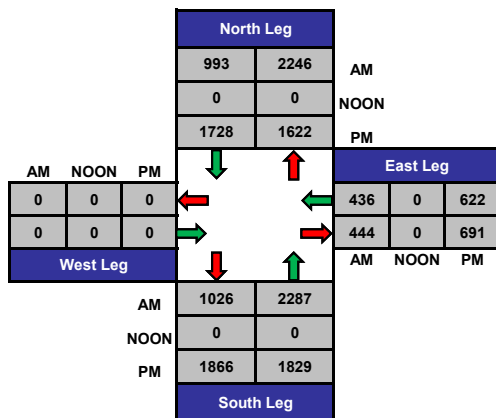
Day: Wednesday

Project #: Historical

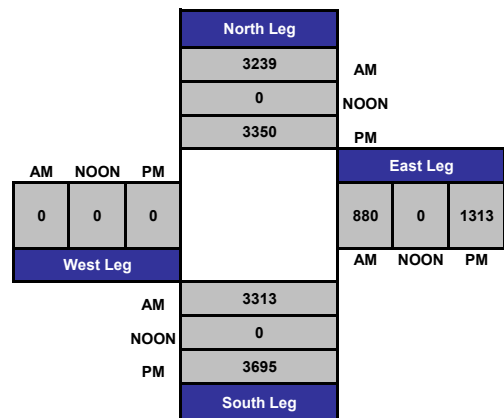
City: Los Angeles



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

City: Los Angeles

TOTALS

Date: 4/19/2017

AM

NS/EW Streets:		Sepulveda Blvd			Sepulveda Blvd			Green Valley Circle			Green Valley Circle			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 0	NT 3	NR 1	SL 2	ST 3	SR 0	EL 0	ET 0	ER 0	WL 1.5	WT 0	WR 1.5	TOTAL
7:00 AM		0	586	22	11	106	0	0	0	0	27	0	63	815
7:15 AM		0	506	43	33	123	0	0	0	0	40	0	77	822
7:30 AM		0	569	49	27	160	0	0	0	0	37	0	81	923
7:45 AM		0	484	64	32	177	0	0	0	0	45	0	79	881
8:00 AM		0	493	104	32	191	0	0	0	0	41	0	49	910
8:15 AM		0	494	63	35	229	0	0	0	0	53	0	67	941
8:30 AM		0	518	65	29	216	0	0	0	0	40	0	73	941
8:45 AM		0	479	71	45	216	0	0	0	0	40	0	73	924
9:00 AM		0	443	76	22	161	0	0	0	0	42	0	54	798
9:15 AM		0	413	57	31	164	0	0	0	0	40	0	65	770
9:30 AM		0	409	64	17	138	0	0	0	0	40	0	49	717
9:45 AM		0	367	97	19	146	0	0	0	0	41	0	45	715
TOTAL VOLUMES :		NL 0	NT 5761	NR 775	SL 333	ST 2027	SR 0	EL 0	ET 0	ER 0	WL 486	WT 0	WR 775	TOTAL 10157
APPROACH %'s :		0.00%	88.14%	11.86%	14.11%	85.89%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	38.54%	0.00%	61.46%	
PEAK HR START TIME :		800 AM												TOTAL
PEAK HR VOL :		0	1984	303	141	852	0	0	0	0	174	0	262	3716
PEAK HR FACTOR :		0.958			0.940			0.000			0.908			0.987

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

City: Los Angeles

TOTALS

Date: 4/19/2017

PM

NS/EW Streets:		Sepulveda Blvd			Sepulveda Blvd			Green Valley Circle			Green Valley Circle			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 0	NT 3	NR 1	SL 2	ST 3	SR 0	EL 0	ET 0	ER 0	WL 1.5	WT 0	WR 1.5	TOTAL
3:00 PM		0	307	90	54	244	0	0	0	0	88	0	58	841
3:15 PM		0	361	91	56	267	0	0	0	0	62	0	57	894
3:30 PM		0	295	83	64	297	0	0	0	0	67	0	46	852
3:45 PM		0	317	96	53	303	0	0	0	0	78	0	51	898
4:00 PM		0	315	96	55	296	0	0	0	0	86	0	72	920
4:15 PM		0	305	95	62	343	0	0	0	0	66	0	57	928
4:30 PM		0	288	116	57	328	0	0	0	0	94	0	70	953
4:45 PM		0	332	78	55	352	0	0	0	0	92	0	50	959
5:00 PM		0	307	100	67	355	0	0	0	0	113	0	61	1003
5:15 PM		0	364	84	68	367	0	0	0	0	94	0	65	1042
5:30 PM		0	378	134	53	399	0	0	0	0	93	0	70	1127
5:45 PM		0	331	131	54	365	0	0	0	0	80	0	46	1007
TOTAL VOLUMES :		NL 0	NT 3900	NR 1194	SL 698	ST 3916	SR 0	EL 0	ET 0	ER 0	WL 1013	WT 0	WR 703	TOTAL 11424
APPROACH %'s :		0.00%	76.56%	23.44%	15.13%	84.87%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	59.03%	0.00%	40.97%	
PEAK HR START TIME :		500 PM												TOTAL
PEAK HR VOL :		0	1380	449	242	1486	0	0	0	0	380	0	242	4179
PEAK HR FACTOR :		0.893			0.956			0.000			0.894			0.927

CONTROL : Signalized

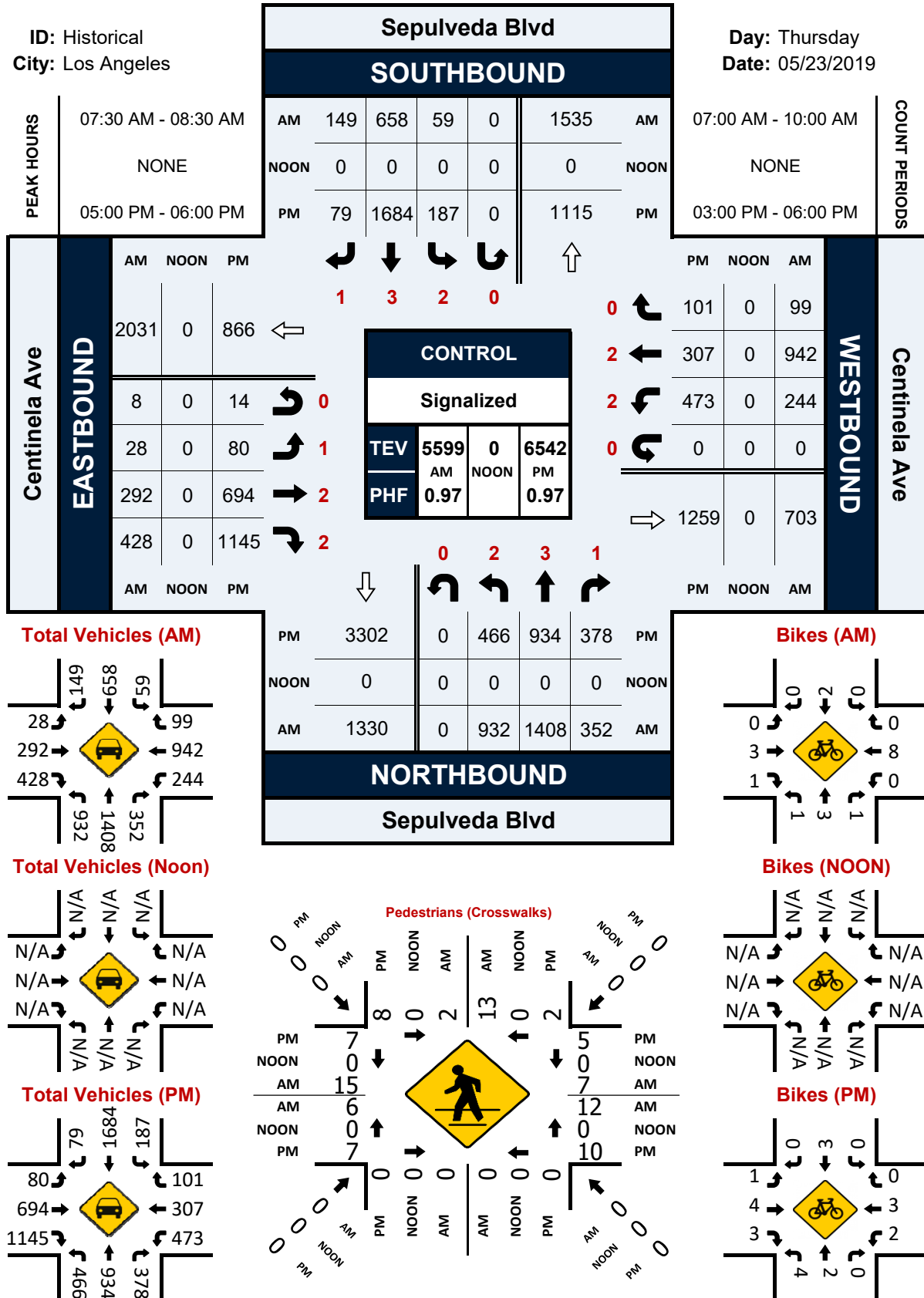


## Sepulveda Blvd &amp; Centinela Ave

## Peak Hour Turning Movement Count

ID: Historical  
City: Los Angeles

Day: Thursday  
Date: 05/23/2019



## National Data &amp; Surveying Services

## Intersection Turning Movement Count

**Location:** Sepulveda Blvd & Centinela Ave  
**City:** Los Angeles  
**Control:** Signalized

**Project ID:** Historical  
**Date:** 5/23/2019

## Total

NS/EW Streets:	Sepulveda Blvd				Sepulveda Blvd				Centinela Ave				Centinela Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2	3	1	0	2	3	1	0	1	2	2	0	2	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	285	416	53	0	7	91	22	0	9	39	48	0	37	224	42	0	1273
7:15 AM	277	454	56	0	4	118	21	0	3	38	51	0	25	188	17	0	1252
7:30 AM	224	370	69	0	5	162	29	0	5	68	87	2	48	268	23	0	1360
7:45 AM	241	345	87	0	16	161	52	0	5	52	114	1	72	220	25	0	1391
8:00 AM	245	373	94	0	18	163	34	0	7	89	115	2	50	224	30	0	1444
8:15 AM	222	320	102	0	20	172	34	0	11	83	112	3	74	230	21	0	1404
8:30 AM	207	309	91	0	10	174	36	0	15	80	98	2	54	223	26	0	1325
8:45 AM	200	321	81	0	18	160	38	0	15	71	125	9	83	226	29	0	1376
9:00 AM	189	330	65	0	8	144	52	0	28	53	80	1	62	196	41	0	1249
9:15 AM	205	271	48	0	21	142	36	0	13	74	83	3	73	227	37	0	1233
9:30 AM	152	269	57	0	13	119	29	0	24	56	86	1	72	228	41	0	1147
9:45 AM	174	266	61	0	19	130	21	0	28	54	76	4	79	190	39	0	1141
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	2621	4044	864	0	159	1736	404	0	163	757	1075	28	729	2644	371	0	15595
	34.81%	53.71%	11.48%	0.00%	6.92%	75.51%	17.57%	0.00%	8.06%	37.42%	53.14%	1.38%	19.47%	70.62%	9.91%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	932	1408	352	0	59	658	149	0	28	292	428	8	244	942	99	0	5599
PEAK HR FACTOR :	0.951	0.944	0.863	0.000	0.738	0.956	0.716	0.000	0.636	0.820	0.930	0.667	0.824	0.879	0.825	0.000	0.969
			0.945				0.945				0.887				0.948		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2	3	1	0	2	3	1	0	1	2	2	0	2	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	120	243	72	0	46	294	29	0	28	175	215	0	66	96	42	0	1426
3:15 PM	105	215	80	0	43	299	21	0	18	196	174	0	74	95	47	0	1367
3:30 PM	98	188	74	0	61	340	25	0	20	197	218	1	78	68	36	0	1404
3:45 PM	86	210	51	0	51	374	24	0	26	194	249	2	100	82	27	0	1476
4:00 PM	96	224	70	0	53	374	23	0	22	203	297	0	94	70	21	0	1547
4:15 PM	79	233	72	0	44	425	18	0	13	235	297	4	81	69	33	0	1603
4:30 PM	107	181	95	0	46	366	28	0	23	221	283	3	95	73	32	0	1553
4:45 PM	112	208	50	0	43	418	32	0	16	189	298	1	99	87	21	0	1574
5:00 PM	110	218	74	0	33	412	22	0	16	162	251	5	135	90	21	0	1549
5:15 PM	123	230	106	0	42	423	19	0	24	173	322	2	116	81	27	0	1688
5:30 PM	106	256	108	0	51	411	14	0	10	184	320	4	96	70	27	0	1657
5:45 PM	127	230	90	0	61	438	24	0	30	175	252	3	126	66	26	0	1648
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1269	2636	942	0	574	4574	279	0	246	2304	3176	25	1160	947	360	0	18492
	26.18%	54.38%	19.43%	0.00%	10.58%	84.28%	5.14%	0.00%	4.28%	40.06%	55.23%	0.43%	47.02%	38.39%	14.59%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	466	934	378	0	187	1684	79	0	80	694	1145	14	473	307	101	0	6542
PEAK HR FACTOR :	0.917	0.912	0.875	0.000	0.766	0.961	0.823	0.000	0.667	0.943	0.889	0.700	0.876	0.853	0.935	0.000	0.969
			0.946				0.932				0.928				0.895		



City Of Los Angeles  
Department Of Transportation  
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South

Sepulveda Blvd

East/West

Center Dr

Day: Wednesday Date: April 19, 2017 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	152	143	0	27
BIKES	23	26	0	9
BUSES	44	50	0	22

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	760	7.45	412	8.15	0	0.00	58	8.15
PM PK 15 MIN	377	17.15	829	17.00	0	0.00	135	17.30
AM PK HOUR	2917	7.30	1544	8.00	0	0.00	198	8.00
PM PK HOUR	1441	16.00	3135	17.00	0	0.00	502	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	2776	77	2853
8-9	0	2775	132	2907
9-10	0	1969	92	2061
15-16	0	1349	79	1428
16-17	0	1353	88	1441
17-18	0	1343	83	1426
TOTAL	0	11565	551	12116

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	181	868	0	1049
8-9	324	1220	0	1544
9-10	233	990	0	1223
15-16	151	1888	0	2039
16-17	264	2421	0	2685
17-18	340	2795	0	3135
TOTAL	1493	10182	0	11675

TOTAL

N-S
3902
4451
3284
3467
4126
4561
23791

XING S/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING N/L

Ped	Sch
10	0
14	0
11	0
28	1
23	0
13	0
99	1

EASTBOUND 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

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	16	0	117	133
8-9	20	0	178	198
9-10	32	0	148	180
15-16	71	0	193	264
16-17	169	0	243	412
17-18	178	0	324	502
TOTAL	486	0	1203	1689

TOTAL

E-W
133
198
180
264
412
502
1689

XING W/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING E/L

Ped	Sch
5	0
5	0
8	0
8	0
8	0
5	0
39	0

# ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

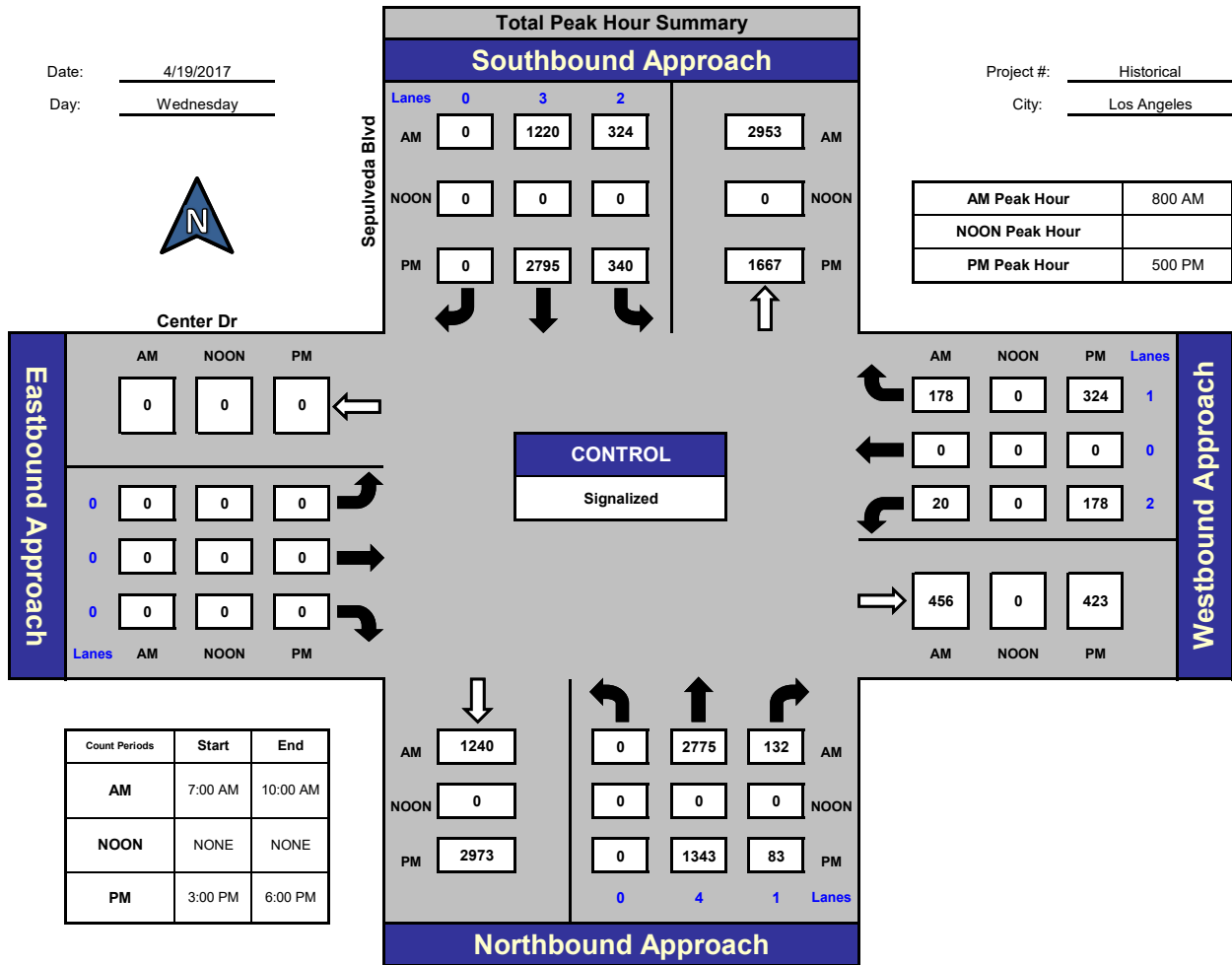
## Sepulveda Blvd and Center Dr., Los Angeles

Date: 4/19/2017

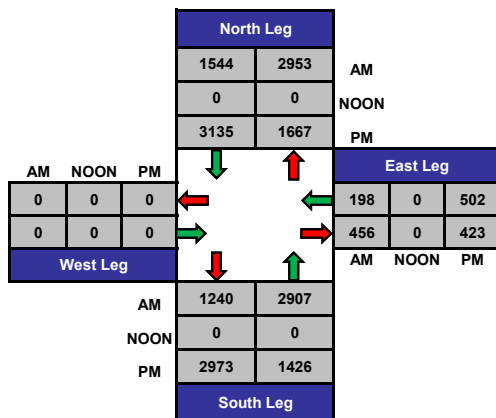
Day: Wednesday

Project #: Historical

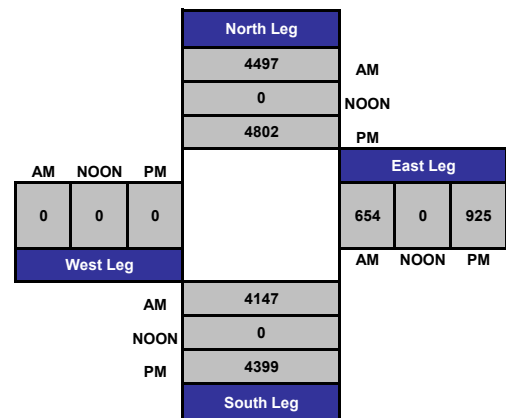
City: Los Angeles



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

City: Los Angeles

TOTALS

Date: 4/19/2017

AM

NS/EW Streets:		Sepulveda Blvd			Sepulveda Blvd			Center Dr			Center Dr			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 0	NT 4	NR 1	SL 2	ST 3	SR 0	EL 0	ET 0	ER 0	WL 2	WT 0	WR 1	TOTAL
7:00 AM	0	674	16	44	164	0	0	0	0	0	3	0	24	925
7:15 AM	0	674	15	32	161	0	0	0	0	0	2	0	21	905
7:30 AM	0	692	22	49	277	0	0	0	0	0	5	0	33	1078
7:45 AM	0	736	24	56	266	0	0	0	0	0	6	0	39	1127
8:00 AM	0	697	21	63	313	0	0	0	0	0	4	0	43	1141
8:15 AM	0	696	29	83	329	0	0	0	0	0	6	0	52	1195
8:30 AM	0	673	41	77	290	0	0	0	0	0	4	0	33	1118
8:45 AM	0	709	41	101	288	0	0	0	0	0	6	0	50	1195
9:00 AM	0	624	21	55	257	0	0	0	0	0	6	0	33	996
9:15 AM	0	500	26	68	288	0	0	0	0	0	11	0	39	932
9:30 AM	0	467	24	53	235	0	0	0	0	0	9	0	37	825
9:45 AM	0	378	21	57	210	0	0	0	0	0	6	0	39	711
TOTAL VOLUMES :		NL 0	NT 7520	NR 301	SL 738	ST 3078	SR 0	EL 0	ET 0	ER 0	WL 68	WT 0	WR 443	TOTAL 12148
APPROACH %'s :		0.00%	96.15%	3.85%	19.34%	80.66%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	13.31%	0.00%	86.69%	
PEAK HR START TIME :		800 AM												TOTAL
PEAK HR VOL :		0	2775	132	324	1220	0	0	0	0	20	0	178	4649
PEAK HR FACTOR :		0.969			0.937			0.000			0.853			0.973

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

City: Los Angeles

TOTALS

Date: 4/19/2017

PM

NS/EW Streets:		Sepulveda Blvd			Sepulveda Blvd			Center Dr			Center Dr			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 0	NT 4	NR 1	SL 2	ST 3	SR 0	EL 0	ET 0	ER 0	WL 2	WT 0	WR 1	TOTAL
3:00 PM	0	348	23	24	475	0	0	0	0	0	22	0	48	940
3:15 PM	0	336	12	51	443	0	0	0	0	0	16	0	46	904
3:30 PM	0	348	19	31	495	0	0	0	0	0	17	0	51	961
3:45 PM	0	317	25	45	475	0	0	0	0	0	16	0	48	926
4:00 PM	0	348	26	56	576	0	0	0	0	0	41	0	57	1104
4:15 PM	0	323	18	57	557	0	0	0	0	0	38	0	60	1053
4:30 PM	0	352	16	68	659	0	0	0	0	0	47	0	66	1208
4:45 PM	0	330	28	83	629	0	0	0	0	0	43	0	60	1173
5:00 PM	0	303	17	87	742	0	0	0	0	0	55	0	70	1274
5:15 PM	0	354	23	90	654	0	0	0	0	0	40	0	78	1239
5:30 PM	0	337	26	84	711	0	0	0	0	0	36	0	99	1293
5:45 PM	0	349	17	79	688	0	0	0	0	0	47	0	77	1257
TOTAL VOLUMES :		NL 0	NT 4045	NR 250	SL 755	ST 7104	SR 0	EL 0	ET 0	ER 0	WL 418	WT 0	WR 760	TOTAL 13332
APPROACH %'s :		0.00%	94.18%	5.82%	9.61%	90.39%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	35.48%	0.00%	64.52%	
PEAK HR START TIME :		500 PM												TOTAL
PEAK HR VOL :		0	1343	83	340	2795	0	0	0	0	178	0	324	5063
PEAK HR FACTOR :		0.946			0.945			0.000			0.930			0.979

CONTROL : Signalized

# ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

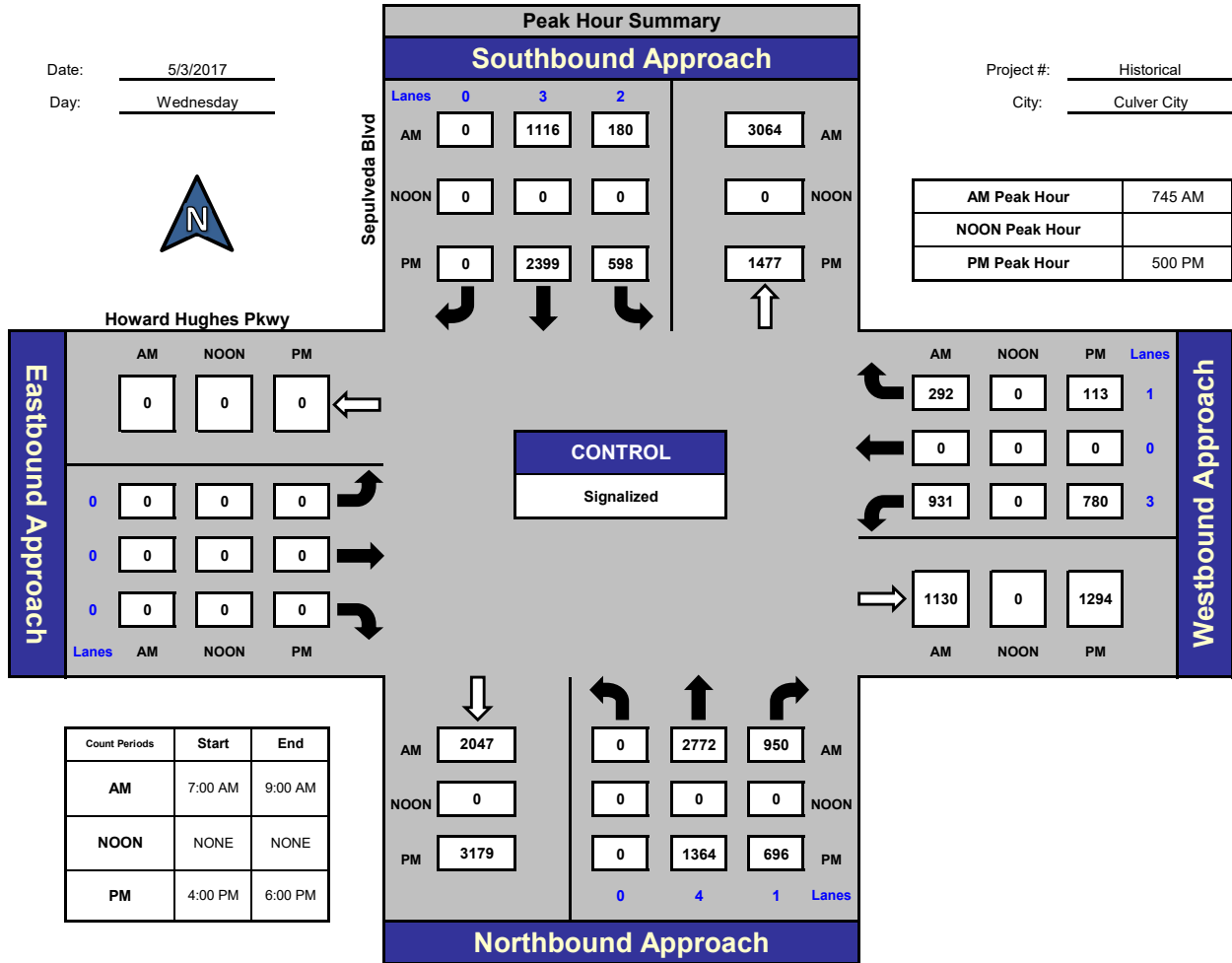
## Sepulveda Blvd and Howard Hughes Pkwy, Culver City

Date: 5/3/2017

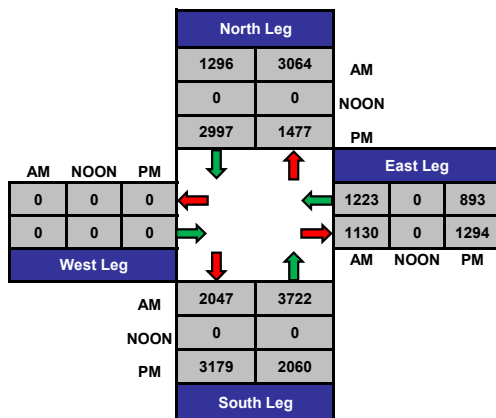
Day: Wednesday

Project #: Historical

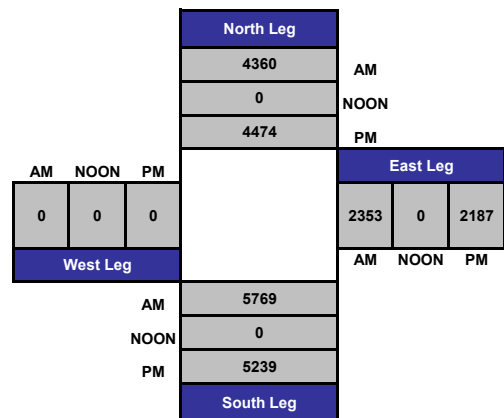
City: Culver City



### Total Ins & Outs



### Total Volume Per Leg





# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

City: Culver City

Date: 5/3/2017

AM													
NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Howard Hughes Pkwy			Howard Hughes Pkwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 4	NR 1	SL 2	ST 3	SR 0	EL 0	ET 0	ER 0	WL 3	WT 0	WR 1	TOTAL
7:00 AM	0	627	233	29	133	0	0	0	0	298	0	41	1361
7:15 AM	0	777	247	32	250	0	0	0	0	237	0	49	1592
7:30 AM	0	651	238	32	238	0	0	0	0	237	0	69	1465
7:45 AM	0	735	264	36	287	0	0	0	0	211	0	52	1585
8:00 AM	0	660	230	45	274	0	0	0	0	247	0	82	1538
8:15 AM	0	730	237	45	306	0	0	0	0	232	0	66	1616
8:30 AM	0	647	219	54	249	0	0	0	0	241	0	92	1502
8:45 AM	0	641	212	36	235	0	0	0	0	187	0	77	1388
TOTAL VOLUMES :	NL 0	NT 5468	NR 1880	SL 309	ST 1972	SR 0	EL 0	ET 0	ER 0	WL 1890	WT 0	WR 528	TOTAL 12047
APPROACH %'s :	0.00%	74.41%	25.59%	13.55%	86.45%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	78.16%	0.00%	21.84%	
PEAK HR START TIME :	745 AM												
PEAK HR VOL :	0	2772	950	180	1116	0	0	0	0	931	0	292	6241
PEAK HR FACTOR :	0.931			0.923			0.000			0.918			0.966

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

NB	SB	EB	WB
0	0	0	0

# Intersection Turning Movement

Prepared by:  
National Data & Surveying Services

Project ID: Historical

Day: Wednesday

City: Culver City

Date: 5/3/2017

PM													
NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Howard Hughes Pkwy			Howard Hughes Pkwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 4	NR 1	SL 2	ST 3	SR 0	EL 0	ET 0	ER 0	WL 3	WT 0	WR 1	TOTAL
4:00 PM	0	358	188	139	497	0	0	0	0	199	0	29	1410
4:15 PM	0	333	159	138	531	0	0	0	0	164	0	17	1342
4:30 PM	0	325	150	147	533	0	0	0	0	196	0	25	1376
4:45 PM	0	324	144	117	556	0	0	0	0	157	0	17	1315
5:00 PM	0	328	161	146	525	0	0	0	0	185	0	27	1372
5:15 PM	0	374	181	155	604	0	0	0	0	213	0	28	1555
5:30 PM	0	316	169	152	610	0	0	0	0	195	0	31	1473
5:45 PM	0	346	185	145	660	0	0	0	0	187	0	27	1550
<b>TOTAL VOLUMES :</b>	NL 0	NT 2704	NR 1337	SL 1139	ST 4516	SR 0	EL 0	ET 0	ER 0	WL 1496	WT 0	WR 201	TOTAL 11393
<b>APPROACH %'s :</b>	0.00%	66.91%	33.09%	20.14%	79.86%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	88.16%	0.00%	11.84%	
<b>PEAK HR START TIME :</b>	500 PM												
<b>PEAK HR VOL :</b>	0	1364	696	598	2399	0	0	0	0	780	0	113	5950
<b>PEAK HR FACTOR :</b>	0.928			0.931			0.000			0.926			0.957

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	1
NB 0	SB 0	EB 0	WB 2



Bristol Pkwy

Centinela Ave

School Day: YES District: I/S CODE

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	0	0.00	63	9.30	197	8.15	456	8.30
PM PK 15 MIN	0	0.00	190	17.30	361	17.30	200	15.00
AM PK HOUR	0	0.00	205	8.45	716	8.00	1785	7.00
PM PK HOUR	0	0.00	723	17.00	1408	16.45	747	15.45

## XING N/L

Ped	Sch
11	0
15	2
12	0
8	3
12	2
7	1

65	8
----	---

## XING E/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0

0	0
---	---

# ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

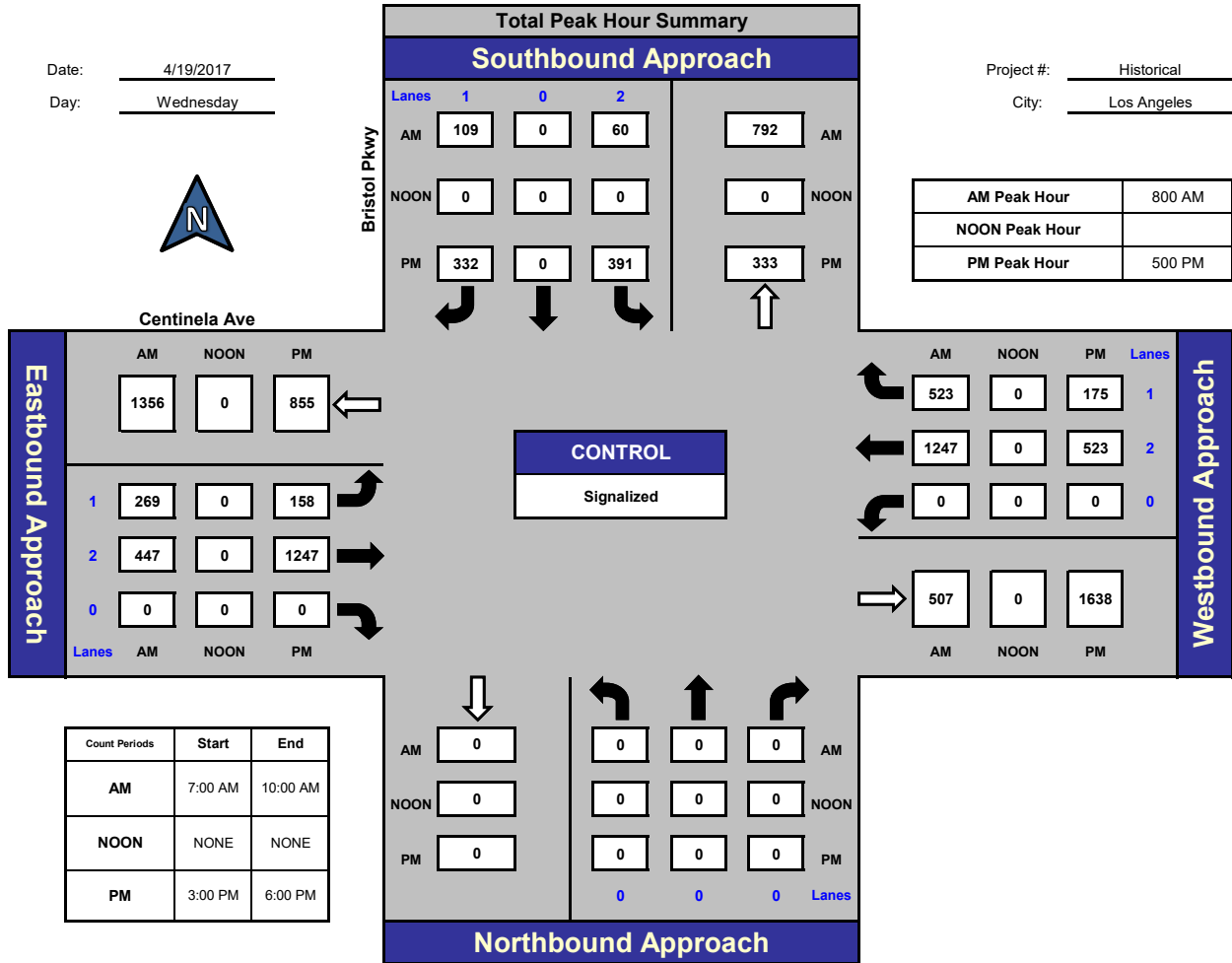
## Bristol Pkwy and Centinela Ave, Los Angeles

Date: 4/19/2017

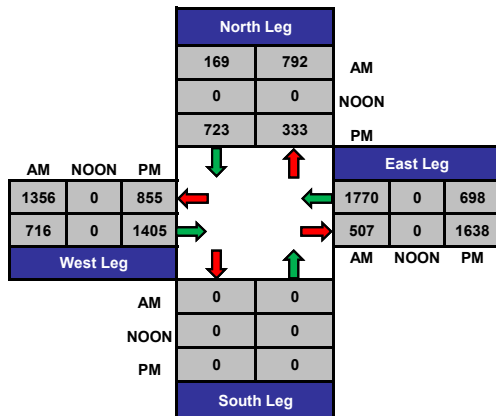
Day: Wednesday

Project #: Historical

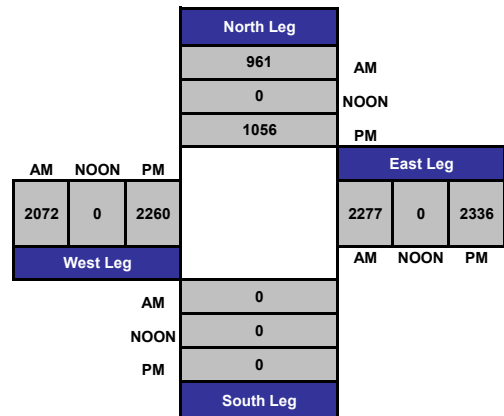
City: Los Angeles



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

City: Los Angeles

TOTALS

Date: 4/19/2017

AM													
NS/EW Streets:	Bristol Pkwy			Bristol Pkwy			Centinela Ave			Centinela Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 2	ST 0	SR 1	EL 1	ET 2	ER 0	WL 0	WT 2	WR 1	TOTAL
7:00 AM	0	0	0	14	0	20	28	50	0	0	331	116	559
7:15 AM	0	0	0	3	0	13	40	62	0	0	314	135	567
7:30 AM	0	0	0	12	0	23	45	79	0	0	294	151	604
7:45 AM	0	0	0	11	0	28	67	88	0	0	304	140	638
8:00 AM	0	0	0	12	0	20	64	129	0	0	301	128	654
8:15 AM	0	0	0	11	0	26	74	123	0	0	314	126	674
8:30 AM	0	0	0	17	0	34	62	102	0	0	317	139	671
8:45 AM	0	0	0	20	0	29	69	93	0	0	315	130	656
9:00 AM	0	0	0	20	0	31	55	102	0	0	284	125	617
9:15 AM	0	0	0	10	0	32	47	80	0	0	312	120	601
9:30 AM	0	0	0	24	0	39	38	111	0	0	278	109	599
9:45 AM	0	0	0	12	0	35	28	106	0	0	306	112	599
TOTAL VOLUMES :	NL 0	NT 0	NR 0	SL 166	ST 0	SR 330	EL 617	ET 1125	ER 0	WL 0	WT 3670	WR 1531	TOTAL 7439
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	33.47%	0.00%	66.53%	35.42%	64.58%	0.00%	0.00%	70.56%	29.44%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	60	0	109	269	447	0	0	1247	523	2655
PEAK HR FACTOR :	0.000			0.828			0.909			0.970			0.985

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

City: Los Angeles

TOTALS

Date: 4/19/2017

NS/EW Streets:		PM												
		Bristol Pkwy			Bristol Pkwy			Centinela Ave			Centinela Ave			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 2	ST 0	SR 1	EL 1	ET 2	ER 0	WL 0	WT 2	WR 1	TOTAL	
3:00 PM	0	0	0	71	0	41	28	217	0	0	152	48	557	
3:15 PM	0	0	0	46	0	33	42	245	0	0	145	52	563	
3:30 PM	0	0	0	73	0	56	43	260	0	0	112	48	592	
3:45 PM	0	0	0	62	0	42	30	255	0	0	136	40	565	
4:00 PM	0	0	0	62	0	70	36	267	0	0	142	56	633	
4:15 PM	0	0	0	69	0	62	33	283	0	0	133	47	627	
4:30 PM	0	0	0	69	0	78	42	290	0	0	142	51	672	
4:45 PM	0	0	0	89	0	75	41	303	0	0	127	42	677	
5:00 PM	0	0	0	99	0	85	36	317	0	0	108	39	684	
5:15 PM	0	0	0	89	0	80	40	310	0	0	130	47	696	
5:30 PM	0	0	0	107	0	83	35	326	0	0	151	46	748	
5:45 PM	0	0	0	96	0	84	47	294	0	0	134	43	698	
TOTAL VOLUMES :	NL 0	NT 0	NR 0	SL 932	ST 0	SR 789	EL 453	ET 3367	ER 0	WL 0	WT 1612	WR 559	TOTAL 7712	
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	54.15%	0.00%	45.85%	11.86%	88.14%	0.00%	0.00%	74.25%	25.75%		
PEAK HR START TIME :	500 PM													TOTAL
PEAK HR VOL :	0	0	0	391	0	332	158	1247	0	0	523	175	2826	
PEAK HR FACTOR :	0.000			0.951			0.973			0.886			0.945	

CONTROL : Signalized

**APPENDIX D**

**WAIVER OF DEDICATION AND IMPROVEMENTS  
FINDINGS/JUSTIFICATIONS**



## **WAIVER OF DEDICATION AND IMPROVEMENT**

**14. The dedication and improvement are not necessary to meet the City's mobility needs for the next twenty years based on guidelines the Streets Standards Committee has established.**

### **Sepulveda Boulevard**

Sepulveda Boulevard is designated as a "Boulevard I" by the Mobility Plan, which requires a half right-of-way of 68-feet and a half roadway of 50-feet. Currently, Sepulveda Boulevard's abutting half right-of-way is 50-feet in width, improved with a half roadway 42-feet in width. The Applicant is seeking a Waiver of Dedication and Improvement to eliminate the 18-foot dedication requirement and 8-foot roadway widening improvement requirement along Sepulveda Boulevard. The western side of Sepulveda Boulevard within 500-feet to the north and the south of the project site observes widely variable right-of-way (ROW) widths. While the full ROW requirement of the Mobility Plan is 136-feet, the dimensions of the ROW vary between 100-feet and 119-feet.

To the north, Sepulveda Boulevard leads into the City of Culver City, where the City of Los Angeles' Mobility Plan and Street Standards do not apply. In the City of Culver City, Sepulveda Boulevard is generally characterized as a roadway with three lanes in each direction, consistent with the roadway abutting the project site. Immediately adjacent to the project site to the north is a lot located in the City of Culver City, where the configuration of the abutting half ROW is similar to what is observed now adjoining the project site. Again, this privately-owned lot is not required to adhere to the City of Los Angeles' Mobility Plan and Street Standards and is not expected to widen or improve its adjoining ROW within the next twenty years.

As described previously, the project site is also home to an approximately 7,000 square-foot diner (Dinah's Family Restaurant) that is built to the existing property line adjoining Sepulveda Boulevard. Dinah's Family Restaurant has been in continuous operation at this location since the diner was constructed in 1957, and has retained essential, character-defining features from a period of historic significance. The Project will retain the Dinah's Family Restaurant building, including all of its character-defining features and materials described in the Sepulveda+Centinela Project Historical Resources Technical Report (ARG, 2021). The building will continue to be available as a restaurant and previous alterations, including non-historic blue awnings on the east façade, will be removed. New mechanical, electrical and plumbing (MEP) systems will be installed in order to minimize the need for obtrusive rooftop equipment. A small portion at the rear of the restaurant building (comprising the take-out department, which was added in 1959 and is not character-defining) would be removed to make way for the integration of the mixed-use development. New structural columns will also be installed in the west half of the building, which consists of back-of-house space, to support the section of the new mixed-use building that cantilevers over the back portion of the restaurant. Otherwise, the historic restaurant building will be retained and preserved.

Preservation of the historic resource will ensure that the abutting half ROW will not be widened or improved within the next twenty years. Should the ROW be widened and improved along the

project site's remaining frontage, the sidewalk would be forced to "jog" for the roadway improvements and disrupt pedestrian flow, a configuration antithetical to the City's Complete Streets Design Guide.

Moreover, the R1 residences to the south along Sepulveda will never need to dedicate due to the R3 Ordinance. So, the dedication could never be carried down the street to fully achieve Mobility Element pedestrian circulation benefit regardless. Therefore, the dedication and improvement requirement are not necessary to meet the City's mobility needs for the next twenty years.

#### Arizona Avenue

Arizona Avenue is designated as a "Standard Local Street" by the Mobility Plan, which requires a half right-of-way of 30-feet and a half roadway of 18-feet. Currently, Arizona Avenue's abutting half right-of-way is 33-feet in width, improved with a half roadway 17-feet in width. The Applicant is seeking a Waiver of Dedication and Improvement to eliminate the 1-foot roadway widening improvement requirement along Arizona Avenue.

Arizona Avenue provides local access to two distinct tracts. The segment adjoining the Project Site provides access between the light industrial and commercial uses to the west of the Project Site and connects to Centinela Avenue. To the south, Arizona Avenue ends in a cul-de-sac that serves the single-family dwellings in the neighborhood and connects only to other Standard Local Streets. The segment of Arizona Avenue between the two neighborhoods is an unimproved paper street. The two neighborhoods are geographically and practically differentiated, and vehicular circulation between the two tracts via Arizona Avenue is neither warranted nor proposed. Therefore, additional roadway widening along the Project Site is not necessary to meet the City's mobility needs for the next twenty years since Arizona Avenue does not provide contiguous roadway access along its designated right-of-way. Should the City desire to pursue roadway widening, the existing half right-of-way is wider than required under the Mobility Plan so the City will have the land to make such improvements.

**APPENDIX E**

**DETAILED PLANS, PROGRAMS, ORDINANCES, AND  
POLICIES REVIEW**

## Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

Threshold T-1: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in bold text ((i.e. ☒ Yes or ☐ No), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

### I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

☒ Yes ☐ No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

☐ Yes ☒ No

Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

☒ Yes ☐ No

### II. PLAN CONSISTENCY ANALYSIS

#### A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:

**Mobility Plan 2035 Policy 2.1 – Adaptive Reuse of Streets.** Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.

**Mobility Plan 2035 Policy 2.3 – Pedestrian Infrastructure.** Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

**Mobility Plan 2035 Policy 3.2 – People with Disabilities.** Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.

### Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? ☒ Yes ☐ No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. ☒ Yes ☐ No ☐ N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

☐ Yes ☒ No ☐ N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards? ☒ **Yes** ☐ **No** ☐ N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

Frontage 1 Existing PROW'/Curb' : Existing 50'/42' Required 68'/50' Proposed 50'/42' (WDI)  
**Sepulveda Boulevard (WDI)**

Frontage 2 Existing PROW'/Curb' : Existing 33'/17' Required 30'/18' Proposed 33'/17' (WDI)  
**Arizona Avenue (WDI)**

Frontage 3 Existing PROW'/Curb' : Existing \_\_\_\_\_ Required \_\_\_\_\_ Proposed \_\_\_\_\_

Frontage 4 Existing PROW'/Curb' : Existing \_\_\_\_\_ Required \_\_\_\_\_ Proposed \_\_\_\_\_

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network

To see the location of the above networks, see **Transportation Assessment Support Map**.<sup>1</sup>

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services?

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

## B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

### B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

***Mobility Plan 2035 Policy 2.1 – Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.***

***Mobility Plan 2035 Policy 2.3 – Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.***

***Mobility Plan 2035 Policy 3.2 – People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.***

***Mobility Plan 2035 Policy 2.10 – Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.***

### **Mobility Plan 2035 Street Designations and Standard Roadway Dimensions**

<sup>1</sup> LADOT Transportation Assessment Support Map <https://arcg.is/fubbd>

B.1 Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of physical changes to the public right-of-way include:

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking
- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

☐ Yes ☒ No

## B.2 Driveway Access

These questions address potential conflict with:

***Mobility Plan 2035 Policy 2.10 – Loading Areas.*** Facilitate the provision of adequate on and off-site street loading areas.

***Mobility Plan 2035 Program PL.1. Driveway Access.*** Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.

***Citywide Design Guidelines - Guideline 2:*** Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.

### Site Planning Best Practices:

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
- *Minimize both the number of driveway entrances and overall driveway widths.*
- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
- *Orient vehicular access as far from street intersections as possible.*
- *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
- *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or



- the total number of new driveways exceeds 1 driveway per every 200 feet<sup>2</sup> along on the Avenue or Boulevard frontage, or
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or
- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

☐ Yes ☒ No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

### Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.<sup>3</sup>

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

☐ Yes ☐ No ☒ N/A

<sup>2</sup> for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.

<sup>3</sup> LADOT Transportation Assessment Support Map <https://arcg.is/fubbd>

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

☐ Yes ☐ No ☒ N/A

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

## C. Network Access

### C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

***Mobility Plan Policy 3.9 Increased Network Access: Discourage the vacation of public rights-of-way.***

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

☐ Yes ☒ No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

☐ Yes ☐ No ☒ N/A

### C.2 New Cul-de-sacs

These questions address potential conflict with:

***Mobility Plan 2035 Policy 3.10 Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.***

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

☐ Yes ☒ No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

☐ Yes ☐ No ☒ N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

## D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

**Mobility Plan 2035 Policy 3.8** – *Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.*

**Mobility Plan 2035 Policy 4.8** – *Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.*

**Mobility Plan 2035 Policy 4.13** – *Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount<sup>4</sup> as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

☐ Yes ☒ No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

☐ Yes ☒ No ☐ N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a 'cash-out' option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

☒ Yes ☐ No

<sup>4</sup> The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

☐ Yes ☒ No

D.5 If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

☐ Yes ☒ No ☐ N/A

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

#### E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in Section 2.2.3 of the TAG?

☒ Yes ☐ No

E.2 If the Answer to E.1 is YES, does the Project or Plan result in a significant VMT impact?

☐ Yes ☒ No ☐ N/A

E.3 If the Answer to E.1 is NO, does the Project result in a net increase in VMT?

☐ Yes ☐ No ☒ N/A

If the Answer to E.2 or E.3 is NO, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

E.4 If the Answer to E.2 or E.3 is YES, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult Section 2.2.4 of the Transportation Assessment Guidelines (TAG). Section 2.2.4 provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

## References

BOE Street Standard Dimensions S-470-1 [http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1\\_20151021\\_150849.pdf](http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf)

LADCP Citywide Design Guidelines. [https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide\\_Design\\_Guidelines.pdf](https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf)

LADOT Transportation Assessment Support Map <https://arcg.is/fubbd>

Mobility Plan 2035 [https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility\\_Plan\\_2035.pdf](https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf)

SCAG. Connect SoCal, 2020-2045 RTP/SCS, <https://www.connectsocal.org/Pages/default.aspx>

## ***ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES***

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

## **Detailed Responses in Support of General Consistency with Transportation-Related Plans, Programs, Ordinances, or Policies (Adapted from Attachment D in *LADOT Transportation Assessment Guidelines*, July 2020)**

The items below correspond with the TAG Attachment D: Plan, Policy, and Program Consistency Worksheet. Defined terms below have the same meanings as in the Transportation Assessment.

### **A. MOBILITY PLAN 2035 (MP 2035) PROW CLASSIFICATION STANDARDS FOR DEDICATIONS AND IMPROVEMENTS**

The Project does include additions or new construction along a street designated as a Boulevard I and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone. The Project proposes new construction along Sepulveda Boulevard, which is designated as a Boulevard I under the Mobility Plan 2035 Street Standards Plan. Additionally, the Project proposes new construction along Arizona Avenue, which is designated as a Local Street – Standard under the Mobility Plan 2035 Street Standards Plan. The Project Site is zoned C4-1 per the LAMC. The Project is required to make an 18-foot street dedication requirement and an eight-foot roadway widening improvement along the Project Site's Sepulveda Boulevard frontage. Additionally, a one-foot roadway widening improvement is required along the Project Site's Arizona Avenue frontage. The Project Applicant is requesting a Waiver of Dedications and Improvements (WDI) pursuant to LAMC Section 12.37 I.3 to seek relief from the dedication and improvement requirements as they are not necessary to meet the City's mobility needs as outlined in Mobility Plan 2035. The WDI findings/justifications are provided in *Appendix D* of the Transportation Assessment. Along the Project Site, Sepulveda Boulevard is included within the Transit Enhanced Network (TEN), Bicycle Enhanced Network (BEN), and as a Pedestrian Enhanced District (PED) within the Mobility Plan 2035. Additionally, along the Project Site, Arizona Avenue is included within the Neighborhood Enhanced Network (NEN) within the Mobility Plan 2035. The Project will not alter adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. Therefore, the Project does not conflict with any dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designation and Standard Roadway Dimensions requirements.

*Mobility Plan 2035 Policy 2.1 – Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

- The Project is required to make dedications or improvements to the public right-of way. Specifically, an 18-foot street dedication requirement and an eight-foot roadway widening improvement is required for Sepulveda Boulevard and a one-foot roadway widening improvement is required for Arizona Avenue along the Project Site. The Project Applicant is requesting a WDI pursuant to LAMC Section 12.37 I.3 to seek relief from this dedication, as the dedication and improvement requirements are not necessary to meet the City's mobility needs as outlined in the Mobility Plan 2035. The WDI findings/justifications are provided in *Appendix D* of the Transportation Assessment. The Project will not alter



adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments.

*Mobility Plan 2035 Policy 2.3 – Pedestrian Infrastructure. Recognize walking as a component of every trip and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

- The Project will not alter pedestrian infrastructure or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. The Project prioritizes pedestrian access and connectivity. Pedestrian access to the Project will be provided via entrances along Sepulveda Boulevard and Arizona Avenue. Separate pedestrian entrances will be provided for the new restaurant, the existing Dinah's Family Restaurant, and the residential components of the Project. Additionally, the Project proposes to provide a paseo which will provide a pedestrian access point along Centinela Avenue, at the northeasterly portion of the Project Site.

*Mobility Plan 2035 Policy 3.2 – People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure within the public right-of-way.*

- The Project will not alter existing ADA infrastructure or the right-of-way in a manner that would preclude or conflict with future changes by various City Departments. Pedestrian access from the public-right-of-way to the Project will be ADA compliant.

*Mobility Plan 2035 Street Designations and Standard Roadway Dimensions*

- The Project proposes new construction along a street designated as a Boulevard I and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone. Sepulveda Boulevard is designated as a Boulevard I under the Mobility Plan 2035 Street Standards Plan. Arizona Avenue is designated as a Local Street – Standard under the Mobility Plan 2035 Street Standards Plan. The Project Site is zoned C4-1 per the LAMC.

*Mobility Plan 2035 Networks*

- The Project Site has frontage along the following networks in MP 2035:
  - Transit Enhanced Network: Sepulveda Boulevard
  - Bicycle Enhanced Network: Sepulveda Boulevard
  - Pedestrian Enhanced District: Sepulveda Boulevard (See analysis of MP Policy 2.3 above).
  - Neighborhood Enhanced Network: Arizona Avenue

*Mobility Plan 2035 Policy 2.4 – Neighborhood Enhanced Network. Provide a slow speed network of locally serving streets.*

- Arizona Avenue has been designated within the City’s NEN. The Project will improve the sidewalks along Arizona Avenue. The Project will not preclude or conflict with any potential modifications to Arizona Avenue as part of the NEN (e.g., installation of shared lane markings). The Project will not modify Arizona Boulevard in a manner that would substantially increase travel speed.

*Mobility Plan 2035 Policy 2.5 – Transit Network. Improve the performance and reliability of existing and future bus service.*

- Sepulveda Boulevard has been designated within the City’s TEN. The Project will improve the sidewalks along Sepulveda Boulevard to provide improved pedestrian connections to transit stops along the Sepulveda Boulevard corridor. The Project will not preclude or conflict with any potential improvements to Sepulveda Boulevard as part of the TEN.

*Mobility Plan 2035 Policy 2.6 – Bicycle Networks. Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.*

- Sepulveda Boulevard has been designated within the City’s BEN. Sepulveda Boulevard is improved with Class II Bicycle Lanes in each direction. The Project will not preclude or conflict with any potential improvements to Sepulveda Boulevard as part of the BEN.

## **B. MOBILITY PLAN 2035 (MP 2035) PROW POLICY ALIGNMENT WITH PROJECT-INITIATED CHANGES**

### **B.1. Project-Initiated Changes to the PROW Dimensions**

The Project will not physically modify the curb placement or turning radius, nor does it physically alter the sidewalk and parkways space, in a manner that would change how people access the Project Site. The Project complies with the MP 2035 policies outlined below.

*Mobility Plan 2035 Policy 2.1 – Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

- The Project is required to make dedications or improvements to the public right-of way. Specifically, an 18-foot street dedication requirement and an eight-foot roadway widening improvement is required for Sepulveda Boulevard and a one-foot roadway widening improvement is required for Arizona Avenue along the Project Site. The Project Applicant is requesting a WDI pursuant to LAMC Section 12.37 I.3 to seek relief from this dedication, as the dedication and improvement requirements are not necessary to meet the City’s mobility needs as outlined in the Mobility Plan 2035. The WDI findings/justifications are provided in *Appendix D* of the Transportation Assessment. The Project will not alter adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments.

*Mobility Plan 2035 Policy 2.3 – Pedestrian Infrastructure. Recognize walking as a component of every trip and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

- The Project will not alter pedestrian infrastructure or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. The Project prioritizes pedestrian access and connectivity. Pedestrian access to the Project will be provided via entrances along Sepulveda Boulevard and Arizona Avenue. Separate pedestrian entrances will be provided for the new restaurant, the existing Dinah's Family Restaurant, and the residential components of the Project. Additionally, the Project proposes to provide a paseo which will provide a pedestrian access point along Centinela Avenue, at the northeasterly portion of the Project Site.

*Mobility Plan 2035 Policy 3.2 – People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure within the public right-of-way.*

- The Project will not alter existing ADA infrastructure or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. Pedestrian access from the public-right-of-way to the Project will be ADA compliant.

*Mobility Plan 2035 Policy 2.10 – Loading Areas. Facilitate the provision of on and off-site street loading areas.*

- All loading activities would occur off-street and internal to the Project Site. Loading activities associated with service and delivery operations, trash collection and waste management for the Project would occur within the at-grade level of the onsite parking garage. Service and delivery vehicles would utilize either Project driveway to access the loading zones and trash/recycling areas located within the at-grade level of the onsite parking garage.

*Mobility Plan 2035 Street Designations and Standard Roadway Dimensions*

- The Project proposes new construction along a street designated as a Boulevard I and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone. Sepulveda Boulevard is designated as a Boulevard I under the Mobility Plan 2035 Street Standards Plan. Arizona Avenue is designated as a Local Street – Standard under the Mobility Plan 2035 Street Standards Plan. The Project Site is zoned C4-1 per the LAMC.

## **B.2. Driveway Access**

The Project does not add new driveways along a street designated as an Avenue or a Boulevard, therefore, the Project does not conflict with LADOT Manual of Policy and Procedures (MPP), Section 321, Driveway Design. Vehicular access to the Project Site will continue to be provided via the existing driveways along the west side of Sepulveda Boulevard and the east side of Arizona

Avenue. It is noted that Sepulveda Boulevard and Arizona Avenue are designated as a Boulevard I and Local Street – Standard, respectively, under the Mobility Plan 2035 Street Standards Plan.

*Mobility Plan 2035 Policy 2.10 – Loading Areas. Facilitate the provision of on and off-site street loading areas.*

- All loading activities would occur off-street and internal to the Project Site. Loading activities associated with service and delivery operations, trash collection and waste management for the Project would occur within the at-grade level of the onsite parking garage. Service and delivery vehicles would utilize either Project driveway to access the loading zones and trash/recycling areas located within the at-grade level of the onsite parking garage.

*Mobility Plan 2035 Program PL.1. Driveway Access. Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.*

- Vehicular access to the Project Site will be provided via the existing driveway along the west side of Sepulveda Boulevard and the existing southerly driveway along the east side Arizona Avenue. The Project proposes to close the existing northerly driveway along the east side of Arizona Avenue, reducing the number of driveways along Arizona Avenue from two to one. The Project driveways are located at the southern portion of the Project Site, away from major intersections. The Project has been designed to minimize interference with pedestrian access and vehicular movement.

*Citywide Design Guidelines – Guideline 2. Carefully incorporate vehicular access such that it does not degrade the pedestrian experience, in accordance with the Site Planning Best Practices listed below.*

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
  - The Project prioritizes pedestrian access first. The Project will maintain the existing Sepulveda Boulevard and southerly Arizona Avenue driveway. The Project will remove the northerly Arizona Avenue driveway, reducing the number of curb cuts along Arizona Avenue from two to one. The Sepulveda Boulevard driveway is located approximately 100 feet south of the Centinela Avenue intersection. As the Project will maintain the existing Dinah's Family Restaurant, the Sepulveda Boulevard driveway is located as far from the Centinela Avenue intersection as possible. The existing Arizona Avenue driveway to remain is located at the southwest corner of the Project Site, approximately 107 feet south of the Arizona Circle intersection.

- *Minimize both the number of driveway entrances and overall driveway widths.*
  - The existing curb cut along Sepulveda Boulevard will be maintained. Additionally, the southerly curb cut along Arizona Avenue will be maintained. The Project will remove the northerly Arizona Avenue curb cut, reducing the number of curb cuts along the Arizona Avenue property frontage from two to one. The Project does not propose the addition of new curb cuts along the public right-of-way.
- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
  - The Project does not propose any on-street drop-off/pick-up areas.
- *Orient vehicular access as far from street intersections as possible.*
  - The Project will maintain the existing driveway along the west side of Sepulveda Boulevard, as well as the existing southerly driveway along the east side of Arizona Avenue. The Sepulveda Boulevard driveway is located approximately 100 feet south of the Centinela Avenue intersection. As the Project will maintain the existing Dinah's Family Restaurant, the Sepulveda Boulevard driveway is located as far from the Centinela Avenue intersection as possible. The existing Arizona Avenue driveway to remain is located approximately 107 feet south of the Arizona Circle intersection.
- *Place drive-through elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
  - The Project does not propose any drive-through elements.
- *Ensure that loading areas do not interfere with onsite pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*
  - All loading activities would occur off-street and internal to the Project Site. Loading activities associated with service and delivery operations, trash collection and waste management for the Project would occur within the at-grade level of the onsite parking garage. Service and delivery vehicles would utilize either Project driveway to access the loading zones and trash/recycling areas located within the at-grade level of the onsite parking garage.

## **C. NETWORK ACCESS**

### **C.1. Alley, Street and Stairway Access**

The Project does not conflict with Mobility Plan 2035 policy below because it will not vacate or otherwise restrict public access to a street, alley or public stairway.

*Mobility Plan 2035 Policy 3.9 – Increased Network Access. Discourage the vacation of public rights-of-way.*

- The Project will not vacate any public rights-of-way.

## **C.2. New Cul-de-sacs**

The Project does not conflict with the Mobility Plan 2035 policy below because it will not create a cul-de-sac, nor is the Project located adjacent to an existing cul-de-sac.

*Mobility Plan 2035 Policy 3.10 – Cul-de-sacs. Discourage the use of cul-de-sacs that do not provide access for active transportation options.*

- The Project Site is not located on a cul-de-sac.

## **D. PARKING SUPPLY AND TRANSPORTATION DEMAND MANAGEMENT**

The Project is consistent with the Mobility Plan 2035 policies below because it does not propose a supply of onsite parking that would exceed the baseline amount as required in the LAMC or the CTCSP. Per the LAMC, the Project is required to provide 587 vehicular parking spaces. The Project will provide 520 vehicular parking spaces within an onsite parking garage. The Project will also provide short-term and long-term bicycle parking per LAMC requirements.

The Project Applicant will comply with the City's existing transportation demand management (TDM) Ordinance in LAMC Section 12.26.J, as well as the TDM requirements of the CTCSP. It is noted that the City's TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms of the proposed TDM Ordinance update, which is expected to be completed prior to the anticipated construction of the Project.

Therefore, the Project does not conflict with the LAMC vehicle and bicycle parking requirements or the City's TDM measures.

*Mobility Plan 2035 Policy 3.8 – Bicycle Parking. Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.*

- The Project is required to provide 23 short-term and 171 long-term bicycle parking spaces in accordance with LAMC. The Project will provide 10 additional short-term and long-term bicycle parking spaces to offset the reduction in vehicular parking spaces. The Project will provide the LAMC-required number of short-term and long-term bicycle parking spaces.

*Mobility Plan 2035 Policy 4.8 – Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.*

- As described in Section 2.9 of the Transportation Assessment, the Project will utilize three TDM strategies as Project Design Features: Reduce Parking Supply; Promotions and Marketing; and Include Bike Parking per the LAMC. The Project Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in the LAMC Section 12.26.J) and the other requirements per the City's Municipal Code, as well as the TDM requirements of the CTCSP. It is noted that the City's TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms of the proposed TDM Ordinance update, which is expected to be completed prior to the anticipated construction of the Project.

*Mobility Plan 2035 Policy 4.13 – Parking and Land Use Management. Balance on-street and off-street parking supply with other transportation and land use objectives.*

- The Project will provide a total of 520 vehicular parking spaces within an onsite parking garage. Additionally, the Project will provide the LAMC-required number of short-term and long-term bicycle parking spaces. Moreover, the Project is located in a Transit Priority Area, and is within convenient walking distance to public transit routes along Sepulveda Boulevard and Centinela Avenue.

#### **E. CONSISTENCY WITH REGIONAL PLANS**

The Project applies two of the City's efficiency-based impact thresholds (i.e., VMT per Capita and VMT per Employee) as discussed in Section 4.2 of the Transportation Assessment. The Project's VMT analysis concludes that the Project will not result in a significant VMT impact. As the Project will not result in a significant VMT impact, the Project is shown to be consistent with the VMT and greenhouse gas (GHG) goals of the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

### **Additional Review**

The following provides a review of the transportation-related goals listed in the Plan for a Healthy Los Angeles (Healthy LA).

- The Project supports the transportation-related goals listed in Healthy LA. The Project is designed in a manner that facilitates travel on foot between the Project Site and the nearby destinations along the Sepulveda Boulevard and Centinela Avenue corridors. Additionally, the Project features street front restaurant components, as well as direct connections to the Project Site from the Sepulveda Boulevard and Arizona Avenue sidewalks. Furthermore, the Project proposes to provide a paseo which will provide a pedestrian access point along Centinela Avenue, at the northeasterly portion of the Project Site. The Project will provide the LAMC-required number of bicycle parking spaces. The Project would not conflict



with, limit or preclude the City's ability to implement programs and policies in furtherance of Healthy LA.

The following provides a review of relevant policies within the LADOT MPP.

- The LADOT MPP, Section 321, Driveway Design, includes driveway design standards to minimize adverse effects on-street traffic. The Project Site has frontage along Sepulveda Boulevard and Arizona Avenue, which are designated as a Boulevard I and Local Street – Standard, respectively, under the Mobility Plan 2035 Street Standards Plan. Vehicular access to the Project Site will continue to be provided via the existing driveway along the west side of Sepulveda Boulevard and the existing southerly driveway along the east side of Arizona Avenue. The Project will remove the existing northerly driveway along the east side of Arizona Avenue, reducing the number of curb cuts along the Project Site's Arizona Avenue frontage from two to one. It is noted that the Project Site's frontage along Sepulveda Boulevard is approximately 247 feet, while the Project Site's frontage along Arizona Avenue is 398 feet. Per MPP, Section 321, two driveways are permitted along arterial frontage that spans between 200 and 400 feet. On streets classified as a Collector or Local, MPP 321 states that driveways should not be placed within 75 feet of the adjacent street (for a project with frontage greater than 250 feet). As the Project has one driveway along Sepulveda Boulevard, and the Arizona Avenue driveway is approximately 107 feet south of the Arizona Circle intersection, the Project would not conflict with the LADOT MPP.

The following provides a review of Vision Zero.

- Vision Zero is a plan that strives to eliminate traffic-related deaths in Los Angeles by 2025 through strategies, such as modifying streets to better serve vulnerable road users. Projects located in the HIN should make improvements or fund them. The Project Site's Sepulveda Boulevard and Arizona Avenue frontages are not included within the HIN. The Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way along Sepulveda Boulevard, Arizona Avenue, or other roadways within the immediate vicinity of the Project Site.

The following provides a review of the Mobility Hubs Reader's Guide.

- The Mobility Hubs Reader's Guide specifically focuses on enhancing bicycle connections, providing vehicle sharing services, improving bus infrastructure, providing real-time transit and wayfinding information, and enhancing walkability and pedestrian connections. The Project would incorporate several components, including LAMC-required short-term and long-term bicycle parking that both facilitates and encourages residents, visitors, and employees to bicycle to and from the Project Site. Further, as part of the Project's TDM program, the Project will utilize promotional and marketing tools to educate and inform employees about alternative transportation options and the effects of their travel choices. promotion on available transit options. Lastly, the Project will provide less vehicular

parking than required by the LAMC. The sidewalks surrounding the Project Site will be improved and a pedestrian paseo connecting the Project to Centinela Avenue is proposed. The Project would not conflict with the Mobility Hubs Reader's Guide.

The following provides a review of the City's Walkability Checklist.

- The Project would result in the retention and improvement of all sidewalks along the Project Site's Sepulveda Boulevard and Arizona Avenue frontages. The Project will remove the northerly Arizona Avenue driveway, reducing the number of curb cuts along the Project Site's Arizona Avenue frontage from two to one. The Project will not add additional curb cuts along the public right-of-way in order to provide a safe pedestrian connection between the Project Site and the nearby destinations along the Sepulveda Boulevard and Centinela Avenue corridors. These features support the Walkability Checklist recommendations and serve to enhance the pedestrian experience. The Project would not conflict with the Walkability Checklist.

The following provides a review of the transportation-related goals listed in the Westchester-Playa del Rey Community Plan ("Community Plan"). The Community Plan was adopted in 2004. While an updated Community Plan is currently under development, the plan from 2004 is currently in effect and forms the basis for this review of potential conflicts relating to the transportation system.

From a transportation perspective, the Community Plan offers the following goals and objectives related to the Project.

*Goal 13: Discourage nonresident traffic flow on residential local streets, and encourage community involvement in determining neighborhood traffic and parking controls.*

*Objective 13-1: To initiate and continue existing Residential Neighborhood Traffic Management Plans to mitigate traffic and parking impacts throughout the Westchester-Playa del Rey Community Plan Area.*

*Policy 13-1.1: The City Planning Department and LADOT should continue to work closely with local community and Neighborhood Council to identify existing and anticipated "cut-through" traffic and spillover parking from adjacent commercial areas. Through neighborhood community meetings, traffic calming programs and strategies should be developed for effective Residential Neighborhood Traffic Management Plans.*

- The Project is primarily residential in nature, and it is anticipated that the majority of vehicles accessing the Project Site from Arizona Avenue would be residential traffic. The Project will maintain the existing Sepulveda Boulevard driveway to facilitate vehicular access from the arterial roadway. The Project's onsite parking garage will provide sufficient parking for the Project, thereby greatly reducing the chance of Project residents, visitors, and employees parking in the residential neighborhood to the south and west of the Project. Residential cut-through traffic and spillover parking into the adjacent neighborhood from the Project are not anticipated.

*Goal 14: Develop additional public transit services which improve mobility with efficient, reliable, safe convenient alternatives to automobile travel.*

*Objective 14-2: Increase work trips and non-work trips made on public transit.*

- As described in Section 2.9 of the Transportation Assessment, The Project will utilize promotional and marketing tools to educate and inform residents and employees about alternative transportation options (including transit) and the effects of their travel choices. Rather than two-way communication tools or tools that would encourage an individual to consider a different mode of travel at the time the trip is taken (i.e., smartphone application, daily email, etc.), this TDM strategy includes passive educational and promotional materials, such as posters, information boards, or a website with information that residents and employees can choose to read at their own leisure. The Project is located within a HQTC and is within convenient walking distance to transit stops along the Sepulveda Boulevard and Centinela Avenue corridors.

*Goal 15: Encourage alternative modes of transportation to reduce single-occupancy vehicles.*

*Objective 15-1: Pursue Transportation Demand Management Strategies that maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.*

- As described in Section 2.9 of the Transportation Assessment, the Project includes three TDM strategies to be implemented as Project Design Features: Reduce Parking Supply; Promotions and Marketing; and Include Bike Parking per LAMC. The Project Applicant will comply with the City's existing TDM Ordinance in LAMC Section 12.26.J, as well as the TDM requirements of the CTCSP. It is noted that the City's TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms of the proposed TDM Ordinance update, which is expected be completed prior to the anticipated construction of the Project. As the Project is mixed-use in nature, it is likely that land uses within the Project Site will attract a portion of each other's trip generation. For example, residents will visit the restaurant uses within the Project Site.

*Goal 16: Encourage a system of safe, efficient and attractive bicycle and pedestrian facilities.*

*Objective 16-1: Promote an adequate system of safe bikeways for commuter, school, and recreational use.*

*Policy 16-1.4: Support the provision of bicycle facilities in all new development.*

- The Project will provide short-term and long-term bicycle parking per the LAMC requirements. The long-term bicycle parking spaces will be provided in secure bicycle lockers within the onsite parking garage. Class II bicycle lanes are provided on Sepulveda Boulevard adjacent to the Project Site, and the Project will not conflict with any future

bicycle infrastructure that either the City or the City of Culver City may implement in the future.

As described in Section 2.9 of the Transportation Assessment, The Project will utilize promotional and marketing tools to educate and inform residents and employees about alternative transportation options (including bicycling) and the effects of their travel choices. Rather than two-way communication tools or tools that would encourage an individual to consider a different mode of travel at the time the trip is taken (i.e., smartphone application, daily email, etc.), this TDM strategy includes passive educational and promotional materials, such as posters, information boards, or a website with information that residents and employees can choose to read at their own leisure.

*Objective 16-2: To promote pedestrian mobility, safety, amenities, and access between employment centers, residential areas, recreational areas, schools, and transit centers.*

*Policy 16-2.3: Protect and improve existing pedestrian oriented street segments*

- The Project has been designed to encourage pedestrian activity and walking as a transportation mode. The Project is designed in a manner that facilitates travel on foot between the Project Site and the nearby destinations along the Sepulveda Boulevard and Centinela Avenue corridors. Pedestrian access to the Project will be provided via entrances along Sepulveda Boulevard and Arizona Avenue. Separate pedestrian entrances will be provided for the new restaurant, the existing Dinah's Family Restaurant, and the residential components of the Project. Additionally, the Project proposes to provide a paseo which will provide a pedestrian access point along Centinela Avenue, at the northeasterly portion of the Project Site. Furthermore, the Project will improve the sidewalks along the Sepulveda Boulevard and Arizona Avenue property frontages to enhance the pedestrian experience and ensure ADA compliance.

*Goal 17: Provide a sufficient system of well-designed and convenient on-street parking and off-street parking facilities throughout the Plan Area.*

*Objective 17-1: Provide off-street parking in appropriate locations in accord with Citywide standards and community needs.*

*Policy 17-1.1: Minimize the number of ingress and egress points to and from all Arterials in the Westchester-Playa del Rey Community Plan Area.*

*Policy 17-1.2: Develop off-street parking resources, including parking structures and underground parking in accordance with design standards.*

*Policy 17-1.3: Manage the supply of on-street parking to provide convenient parking for customers of commercial land uses and to encourage employees to park in off-street lots or garages or use alternate modes of transportation.*

The Project will provide a total of 520 vehicular parking spaces within an onsite parking garage with one subterranean level, one at-grade level, and two above-grade levels. Vehicular access to the onsite parking garage will be provided via the existing driveway along Sepulveda Boulevard, as well as the southerly driveway along Arizona Avenue. All parking for the Project will be provided within the onsite parking garage, therefore reducing the likelihood that Project residents, visitors, and employees will park within the adjacent residential neighborhood. As a Project Design Feature, the Project will utilize promotional and marketing tools to educate and inform residents and employees about alternative transportation options and the effects of their travel choices. Rather than two-way communication tools or tools that would encourage an individual to consider a different mode of travel at the time the trip is taken (i.e., smartphone application, daily email, etc.), this TDM strategy includes passive educational and promotional materials, such as posters, information boards, or a website with information that residents and employees can choose to read at their own leisure. The promotional and marketing tools will ideally encourage residents and employees to consider alternative modes of transportation. The onsite parking garage will be developed in accordance with City standards.

## **APPENDIX F**

### **HCM AND LEVELS OF SERVICE EXPLANATION HCM DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS**

## LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2010, level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of incidents, and when there are no other vehicles on the road. Only the portion of total delay attributed to the control facility is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for traffic signals are stated in terms of the average control delay per vehicle. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the  $v/c$  ratio for the lane group in question.

Level of Service Criteria for Signalized Intersections	
Level of Service	Control Delay (Sec/Veh)
A	$\leq 10$
B	$> 10 \text{ and } \leq 20$
C	$> 20 \text{ and } \leq 35$
D	$> 35 \text{ and } \leq 55$
E	$> 55 \text{ and } \leq 80$
F	$> 80$

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

**LOS A** describes operations with very low control delay, up to 10 seconds per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay values.

**LOS B** describes operations with control delay greater than 10 and up to 20 seconds per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.

**LOS C** describes operations with control delay greater than 20 and up to 35 seconds per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

**LOS D** describes operations with control delay greater than 35 and up to 55 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high  $v/c$  ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

**LOS E** describes operations with control delay greater than 55 and up to 80 seconds per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high  $v/c$  ratios. Individual cycle failures are frequent occurrences.

**LOS F** describes operations with control delay in excess of 80 seconds per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the lane groups. It may also occur at high  $v/c$  ratios with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.



## LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2010, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

Level of Service Criteria for TWSC/AWSC Intersections	
Level of Service	Average Control Delay (Sec/Veh)
A	$\leq 10$
B	$> 10$ and $\leq 15$
C	$> 15$ and $\leq 25$
D	$> 25$ and $\leq 35$
E	$> 35$ and $\leq 50$
F	$> 50$

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

**LOS A** describes operations with very low control delay, up to 10 seconds per vehicle.

**LOS B** describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

**LOS C** describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

**LOS D** describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

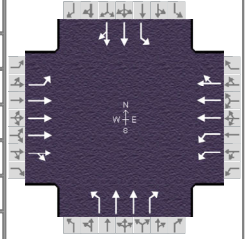
**LOS E** describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

**LOS F** describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan			
Analyst	JAS	Analysis Date	Jun 21, 2021	
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	
Urban Street	Centinela Avenue	Analysis Year	2021	
Intersection	Bluff Creek-Major/Centi...	File Name	01AM - Existing.xus	
Project Description	Sepulveda/Centinela Mixed-Use Project			



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	59	657	59	377	1315	28	11	15	19	32	194	34

## Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	9.0	65.7	25.2	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.8	4.1	0.0	0.0	0.0		
				Red	2.7	1.5	2.7	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		8		4
Case Number		6.3	2.0	4.0		5.0		6.0
Phase Duration, s		72.0	16.0	88.0		32.0		32.0
Change Period, ( $Y+R_c$ ), s		6.3	7.0	6.3		6.8		6.8
Max Allow Headway ( $MAH$ ), s		0.0	4.1	0.0		4.2		4.2
Queue Clearance Time ( $g_s$ ), s			11.0			9.5		8.5
Green Extension Time ( $g_e$ ), s		0.0	0.0	0.0		1.0		1.0
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			1.00			0.00		0.00

## Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14	
Adjusted Flow Rate ( $v$ ), veh/h	61	559	179	389	926	458	11	15	20	33	119	116	
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	397	1900	1791	1757	1900	1879	1163	1809	1610	1420	1900	1802	
Queue Service Time ( $g_s$ ), s	9.8	5.9	6.0	9.0	12.3	12.3	1.0	0.4	1.1	2.3	6.3	6.5	
Cycle Queue Clearance Time ( $g_c$ ), s	9.8	5.9	6.0	9.0	12.3	12.3	7.5	0.4	1.1	2.7	6.3	6.5	
Green Ratio ( $g/C$ )	0.55	0.55	0.55	0.08	0.68	0.68	0.21	0.21	0.29	0.21	0.21	0.21	
Capacity ( $c$ ), veh/h	277	3121	980	264	2587	1279	241	760	459	353	399	378	
Volume-to-Capacity Ratio ( $X$ )	0.219	0.179	0.183	1.475	0.358	0.358	0.047	0.020	0.043	0.093	0.298	0.307	
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)	45.1	112.9	112.7	511.7	208.4	211.4	13.1	8.2	18.7	36.7	137	134.3	
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)	1.8	4.5	4.5	20.5	8.3	8.5	0.5	0.3	0.7	1.5	5.5	5.4	
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay ( $d_1$ ), s/veh	14.5	13.6	13.7	55.5	8.1	8.1	43.2	37.6	31.1	38.7	39.9	40.0	
Incremental Delay ( $d_2$ ), s/veh	1.8	0.1	0.4	233.0	0.4	0.8	0.1	0.0	0.0	0.1	0.4	0.5	
Initial Queue Delay ( $d_3$ ), 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	
Control Delay ( $d$ ), s/veh	16.3	13.7	14.1	288.5	8.5	8.9	43.3	37.6	31.1	38.8	40.4	40.5	
Level of Service (LOS)	B	B	B	F	A	A	D	D	C	D	D	D	
Approach Delay, s/veh / LOS	14.0	B		70.0		E		36.2	D		40.2	D	
Intersection Delay, s/veh / LOS	51.2						D						

## Multimodal Results

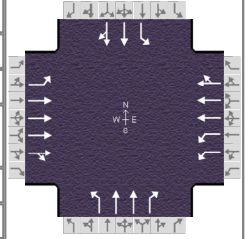
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.47	B		2.31	B		2.86	C		2.74	C	
Bicycle LOS Score / LOS	0.82	A		1.46	A		0.53	A		0.71	A	

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 21, 2021
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - AM
Urban Street	Centinela Avenue	Analysis Year	2021
Intersection	Bluff Creek-Major/Centi...	File Name	01AM - Existing w
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	59	661	59	380	1326	28	11	15	20	35	194	34

## Signal Information

Cycle, s	120.0	Reference Phase	2											
Offset, s	0	Reference Point	End	Green	9.0	65.7	25.2	0.0	0.0	0.0	1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.3	4.8	4.1	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.7	1.5	2.7	0.0	0.0	0.0	5	6	7	8

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		8		4
Case Number		6.3	2.0	4.0		5.0		6.0
Phase Duration, s		72.0	16.0	88.0		32.0		32.0
Change Period, ( Y+R <sub>c</sub> ), s		6.3	7.0	6.3		6.8		6.8
Max Allow Headway ( MAH ), s		0.0	4.1	0.0		4.2		4.2
Queue Clearance Time ( g <sub>s</sub> ), s			11.0			9.5		8.5
Green Extension Time ( g <sub>e</sub> ), s		0.0	0.0	0.0		1.0		1.0
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			1.00			0.00		0.00

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate ( v ), veh/h	61	562	180	392	934	462	11	15	21	36	119	116
Adjusted Saturation Flow Rate ( s ), veh/h/ln	393	1900	1791	1757	1900	1879	1163	1809	1610	1420	1900	1802
Queue Service Time ( g <sub>s</sub> ), s	9.9	5.9	6.1	9.0	12.5	12.5	1.0	0.4	1.1	2.5	6.3	6.5
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	9.9	5.9	6.1	9.0	12.5	12.5	7.5	0.4	1.1	2.9	6.3	6.5
Green Ratio ( g/C )	0.55	0.55	0.55	0.08	0.68	0.68	0.21	0.21	0.29	0.21	0.21	0.21
Capacity ( c ), veh/h	275	3121	981	264	2587	1279	241	760	459	353	399	378
Volume-to-Capacity Ratio ( X )	0.221	0.180	0.184	1.486	0.361	0.361	0.047	0.020	0.045	0.102	0.298	0.307
Back of Queue ( Q ), ft/ln ( 95 th percentile)	45.2	113.8	113.4	519	210.2	213.3	13.1	8.2	19.7	40.2	137	134.3
Back of Queue ( Q ), veh/ln ( 95 th percentile)	1.8	4.6	4.5	20.8	8.4	8.5	0.5	0.3	0.8	1.6	5.5	5.4
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh	14.5	13.6	13.7	55.5	8.1	8.1	43.2	37.6	31.1	38.8	39.9	40.0
Incremental Delay ( d <sub>2</sub> ), s/veh	1.8	0.1	0.4	238.1	0.4	0.8	0.1	0.0	0.0	0.1	0.4	0.5
Initial Queue Delay ( d <sub>3</sub> ), 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
Control Delay ( d ), s/veh	16.4	13.8	14.1	293.6	8.5	8.9	43.3	37.6	31.1	38.9	40.4	40.5
Level of Service ( LOS )	B	B	B	F	A	A	D	D	C	D	D	D
Approach Delay, s/veh / LOS	14.0	B		71.1	E		36.1	D		40.2	D	
Intersection Delay, s/veh / LOS	51.9						D					

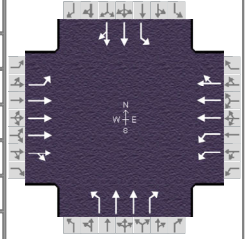
## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.47	B		2.31	B		2.86	C		2.74	C	
Bicycle LOS Score / LOS	0.82	A		1.47	A		0.53	A		0.71	A	

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 21, 2021
Jurisdiction	City of Los Angeles	Time Period	Future - AM
Urban Street	Centinela Avenue	Analysis Year	2026
Intersection	Bluff Creek-Major/Centi...	File Name	01AM - Future.xus
Project Description	Sepulveda/Centinela Mixed-Use Project		



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	62	741	62	414	1473	29	15	16	22	35	204	36

## Signal Information

Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	9.0	65.7	25.2	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.8	4.1	0.0	0.0	0.0	
				Red	2.7	1.5	2.7	0.0	0.0	0.0	

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		8		4
Case Number		6.3	2.0	4.0		5.0		6.0
Phase Duration, s		72.0	16.0	88.0		32.0		32.0
Change Period, ( Y+R <sub>c</sub> ), s		6.3	7.0	6.3		6.8		6.8
Max Allow Headway ( MAH ), s		0.0	4.1	0.0		4.2		4.2
Queue Clearance Time ( g <sub>s</sub> ), s			11.0			10.3		8.9
Green Extension Time ( g <sub>e</sub> ), s		0.0	0.0	0.0		1.1		1.1
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			1.00			0.00		0.00

## Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate ( $v$ ), veh/h	64	627	201	427	1036	513	15	16	23	36	125	122
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	339	1900	1797	1757	1900	1880	1150	1809	1610	1419	1900	1802
Queue Service Time ( $g_s$ ), s	12.6	6.7	6.8	9.0	14.4	14.4	1.4	0.4	1.2	2.5	6.7	6.9
Cycle Queue Clearance Time ( $g_c$ ), s	12.6	6.7	6.8	9.0	14.4	14.4	8.3	0.4	1.2	2.9	6.7	6.9
Green Ratio ( $g/C$ )	0.55	0.55	0.55	0.08	0.68	0.68	0.21	0.21	0.29	0.21	0.21	0.21
Capacity ( $c$ ), veh/h	246	3121	984	264	2587	1280	235	760	459	353	399	378
Volume-to-Capacity Ratio ( $X$ )	0.260	0.201	0.204	1.619	0.400	0.400	0.066	0.022	0.049	0.102	0.314	0.323
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)	50.4	128.5	128	602	234.8	238.5	18.1	8.7	21.7	40.2	144.9	142
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)	2.0	5.1	5.1	24.1	9.4	9.5	0.7	0.3	0.9	1.6	5.8	5.7
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay ( $d_1$ ), s/veh	15.1	13.8	13.8	55.5	8.4	8.4	43.7	37.6	31.1	38.8	40.1	40.2
Incremental Delay ( $d_2$ ), s/veh	2.6	0.1	0.5	295.6	0.5	0.9	0.1	0.0	0.0	0.1	0.4	0.5
Initial Queue Delay ( $d_3$ ), 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
Control Delay ( $d$ ), s/veh	17.7	13.9	14.3	351.1	8.9	9.3	43.8	37.6	31.2	38.9	40.5	40.7
Level of Service (LOS)	B	B	B	F	A	A	D	D	C	D	D	D
Approach Delay, s/veh / LOS	14.3	B		82.9	F		36.7	D		40.4	D	
Intersection Delay, s/veh / LOS	59.3						E					

## Multimodal Results

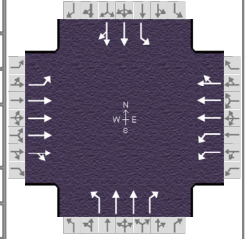
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.47	B		2.31	B		2.86	C		2.74	C	
Bicycle LOS Score / LOS	0.86	A		1.57	B		0.53	A		0.72	A	

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 21, 2021
Jurisdiction	City of Los Angeles	Time Period	Future with Project - AM
Urban Street	Centinela Avenue	Analysis Year	2026
Intersection	Bluff Creek-Major/Centi...	File Name	01AM - Future wit
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	62	745	62	417	1484	29	15	16	23	38	204	36

## Signal Information

Cycle, s	120.0	Reference Phase	2											
Offset, s	0	Reference Point	End	Green	9.0	65.7	25.2	0.0	0.0	0.0	1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.3	4.8	4.1	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.7	1.5	2.7	0.0	0.0	0.0	5	6	7	8

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		8		4
Case Number		6.3	2.0	4.0		5.0		6.0
Phase Duration, s		72.0	16.0	88.0		32.0		32.0
Change Period, ( Y+R c ), s		6.3	7.0	6.3		6.8		6.8
Max Allow Headway ( MAH ), s		0.0	4.1	0.0		4.2		4.2
Queue Clearance Time ( g s ), s			11.0			10.3		8.9
Green Extension Time ( g e ), s		0.0	0.0	0.0		1.1		1.1
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			1.00			0.00		0.00

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate ( v ), veh/h	64	630	202	430	1043	516	15	16	24	39	125	122
Adjusted Saturation Flow Rate ( s ), veh/h/ln	336	1900	1798	1757	1900	1880	1150	1809	1610	1419	1900	1802
Queue Service Time ( g s ), s	12.8	6.7	6.9	9.0	14.5	14.5	1.4	0.4	1.3	2.7	6.7	6.9
Cycle Queue Clearance Time ( g c ), s	12.8	6.7	6.9	9.0	14.5	14.5	8.3	0.4	1.3	3.1	6.7	6.9
Green Ratio ( g/C )	0.55	0.55	0.55	0.08	0.68	0.68	0.21	0.21	0.29	0.21	0.21	0.21
Capacity ( c ), veh/h	244	3121	984	264	2587	1280	235	760	459	353	399	378
Volume-to-Capacity Ratio ( X )	0.262	0.202	0.205	1.631	0.403	0.403	0.066	0.022	0.052	0.111	0.314	0.323
Back of Queue ( Q ), ft/ln ( 95 th percentile)	50.5	129.2	128.6	609.4	236.6	240.4	18.1	8.7	22.7	43.7	144.9	142
Back of Queue ( Q ), veh/ln ( 95 th percentile)	2.0	5.2	5.1	24.4	9.5	9.6	0.7	0.3	0.9	1.7	5.8	5.7
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay ( d 1 ), s/veh	15.2	13.8	13.8	55.5	8.4	8.4	43.7	37.6	31.1	38.9	40.1	40.2
Incremental Delay ( d 2 ), s/veh	2.6	0.1	0.5	300.7	0.5	0.9	0.1	0.0	0.0	0.1	0.4	0.5
Initial Queue Delay ( d 3 ), 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
Control Delay ( d ), s/veh	17.8	14.0	14.3	356.2	8.9	9.4	43.8	37.6	31.2	39.0	40.5	40.7
Level of Service ( LOS )	B	B	B	F	A	A	D	D	C	D	D	D
Approach Delay, s/veh / LOS	14.3	B		84.1	F		36.6	D		40.4	D	
Intersection Delay, s/veh / LOS	60.0						E					

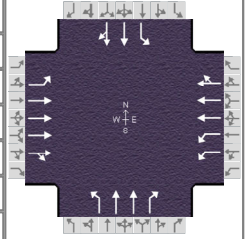
## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.47	B		2.31	B		2.86	C		2.74	C	
Bicycle LOS Score / LOS	0.86	A		1.58	B		0.53	A		0.72	A	

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan			
Analyst	JAS	Analysis Date	Jun 21, 2021	
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	
Urban Street	Centinela Avenue	Analysis Year	2021	
Intersection	Bluff Creek-Major/Centi...	File Name	01PM - Existing.xus	
Project Description	Sepulveda/Centinela Mixed-Use Project			



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	79	1970	20	41	726	18	27	53	175	49	22	39

## Signal Information

Cycle, s	120.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	9.0	65.7	25.2	0.0	0.0	0.0			
				Yellow	4.3	4.8	4.1	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.7	1.5	2.7	0.0	0.0	0.0			

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		8		4
Case Number		6.3	2.0	4.0		5.0		6.0
Phase Duration, s		72.0	16.0	88.0		32.0		32.0
Change Period, ( $Y+R_c$ ), s		6.3	7.0	6.3		6.8		6.8
Max Allow Headway ( $MAH$ ), s		0.0	4.1	0.0		4.3		4.3
Queue Clearance Time ( $g_s$ ), s			3.4			12.8		7.1
Green Extension Time ( $g_e$ ), s		0.0	0.0	0.0		1.2		1.3
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			0.11			0.02		0.00

## Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate ( $v$ ), veh/h	81	1541	510	42	513	254	28	55	180	51	23	40
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	712	1900	1886	1757	1900	1875	1360	1809	1610	1371	1900	1610
Queue Service Time ( $g_s$ ), s	7.0	20.1	20.1	1.4	6.0	6.0	2.0	1.5	10.8	3.7	1.1	2.4
Cycle Queue Clearance Time ( $g_c$ ), s	7.0	20.1	20.1	1.4	6.0	6.0	4.5	1.5	10.8	5.1	1.1	2.4
Green Ratio ( $g/C$ )	0.55	0.55	0.55	0.08	0.68	0.68	0.21	0.21	0.29	0.21	0.21	0.21
Capacity ( $c$ ), veh/h	450	3121	1033	264	2587	1277	318	760	459	331	399	338
Volume-to-Capacity Ratio ( $X$ )	0.181	0.494	0.494	0.160	0.198	0.199	0.087	0.072	0.393	0.153	0.057	0.119
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)	54.5	335.6	344	27.1	103.5	105.3	31	29.1	191.8	57.7	24.7	44.5
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)	2.2	13.4	13.8	1.1	4.1	4.2	1.2	1.2	7.7	2.3	1.0	1.8
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay ( $d_1$ ), s/veh	13.9	16.8	16.8	52.0	7.1	7.1	40.2	38.0	34.5	40.1	37.9	38.4
Incremental Delay ( $d_2$ ), s/veh	0.9	0.6	1.7	0.3	0.2	0.3	0.1	0.0	0.5	0.2	0.1	0.2
Initial Queue Delay ( $d_3$ ), 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
Control Delay ( $d$ ), s/veh	14.8	17.4	18.5	52.2	7.2	7.4	40.3	38.1	35.1	40.3	38.0	38.6
Level of Service (LOS)	B	B	B	D	A	A	D	D	D	D	D	D
Approach Delay, s/veh / LOS	17.6	B		9.6	A		36.3	D		39.2	D	
Intersection Delay, s/veh / LOS	17.9						B					

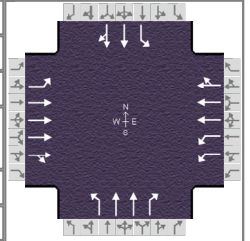
## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.47	B		2.31	B		2.86	C		2.74	C	
Bicycle LOS Score / LOS	1.37	A		0.93	A		0.70	A		0.58	A	



# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 21, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - PM	PHF	0.97
Urban Street	Centinela Avenue	Analysis Year	2021	Analysis Period	1> 17:00
Intersection	Bluff Creek-Major/Centi...	File Name	01PM - Existing with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	79	1979	20	43	731	18	27	53	178	57	22	39

Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	9.0	65.7	25.2	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.8	4.1	0.0	0.0	0.0	
				Red	2.7	1.5	2.7	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		8		4
Case Number		6.3	2.0	4.0		5.0		6.0
Phase Duration, s		72.0	16.0	88.0		32.0		32.0
Change Period, ( $Y+R_c$ ), s		6.3	7.0	6.3		6.8		6.8
Max Allow Headway ( $MAH$ ), s		0.0	4.1	0.0		4.3		4.3
Queue Clearance Time ( $g_s$ ), s			3.4			13.0		7.8
Green Extension Time ( $g_e$ ), s		0.0	0.0	0.0		1.2		1.4
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			0.13			0.03		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate ( $v$ ), veh/h	81	1548	512	44	517	256	28	55	184	59	23	40
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	709	1900	1886	1757	1900	1875	1360	1809	1610	1371	1900	1610
Queue Service Time ( $g_s$ ), s	7.1	20.3	20.3	1.4	6.0	6.0	2.0	1.5	11.0	4.3	1.1	2.4
Cycle Queue Clearance Time ( $g_c$ ), s	7.1	20.3	20.3	1.4	6.0	6.0	4.5	1.5	11.0	5.8	1.1	2.4
Green Ratio ( $g/C$ )	0.55	0.55	0.55	0.08	0.68	0.68	0.21	0.21	0.29	0.21	0.21	0.21
Capacity ( $c$ ), veh/h	448	3121	1033	264	2587	1277	318	760	459	331	399	338
Volume-to-Capacity Ratio ( $X$ )	0.182	0.496	0.496	0.168	0.200	0.200	0.087	0.072	0.400	0.177	0.057	0.119
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)	54.7	337.3	345.8	28.5	104.2	106	31	29.1	194.6	67.5	24.7	44.5
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)	2.2	13.5	13.8	1.1	4.2	4.2	1.2	1.2	7.8	2.7	1.0	1.8
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay ( $d_1$ ), s/veh	13.9	16.9	16.9	52.0	7.1	7.1	40.2	38.0	34.6	40.3	37.9	38.4
Incremental Delay ( $d_2$ ), s/veh	0.9	0.6	1.7	0.3	0.2	0.4	0.1	0.0	0.6	0.3	0.1	0.2
Initial Queue Delay ( $d_3$ ), 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
Control Delay ( $d$ ), s/veh	14.8	17.4	18.6	52.3	7.2	7.4	40.3	38.1	35.2	40.6	38.0	38.6
Level of Service (LOS)	B	B	B	D	A	A	D	D	D	D	D	D
Approach Delay, s/veh / LOS	17.6	B		9.7	A		36.3	D		39.4	D	
Intersection Delay, s/veh / LOS	18.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.31	B	2.86	C	2.74	C
Bicycle LOS Score / LOS	1.37	A	0.94	A	0.71	A	0.59	A

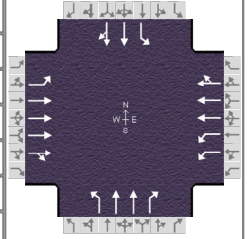


# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 21, 2021
Jurisdiction	City of Los Angeles	Time Period	Future - PM
Urban Street	Centinela Avenue	Analysis Year	2026
Intersection	Bluff Creek-Major/Centi...	File Name	01PM - Future.xus
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	83	2166	25	48	819	19	29	56	199	54	23	41

## Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	9.0	65.7	25.2	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.8	4.1	0.0	0.0	0.0		
				Red	2.7	1.5	2.7	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		8		4
Case Number		6.3	2.0	4.0		5.0		6.0
Phase Duration, s		72.0	16.0	88.0		32.0		32.0
Change Period, ( $Y+R_c$ ), s		6.3	7.0	6.3		6.8		6.8
Max Allow Headway ( $MAH$ ), s		0.0	4.1	0.0		4.3		4.3
Queue Clearance Time ( $g_s$ ), s			3.6			14.5		7.6
Green Extension Time ( $g_e$ ), s		0.0	0.0	0.0		1.2		1.5
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			0.17			0.06		0.00

## Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate ( $v$ ), veh/h	86	1697	561	49	578	286	30	58	205	56	24	42
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	650	1900	1884	1757	1900	1877	1357	1809	1610	1367	1900	1610
Queue Service Time ( $g_s$ ), s	8.2	23.0	23.0	1.6	6.9	6.9	2.2	1.5	12.5	4.1	1.2	2.6
Cycle Queue Clearance Time ( $g_c$ ), s	8.2	23.0	23.0	1.6	6.9	6.9	4.7	1.5	12.5	5.6	1.2	2.6
Green Ratio ( $g/C$ )	0.55	0.55	0.55	0.08	0.68	0.68	0.21	0.21	0.29	0.21	0.21	0.21
Capacity ( $c$ ), veh/h	416	3121	1032	264	2587	1278	316	760	459	330	399	338
Volume-to-Capacity Ratio ( $X$ )	0.206	0.544	0.544	0.188	0.223	0.224	0.095	0.076	0.447	0.169	0.059	0.125
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)	59	375.4	385.3	31.9	118.8	120.9	33.4	30.8	215.1	63.9	25.9	46.9
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)	2.4	15.0	15.4	1.3	4.8	4.8	1.3	1.2	8.6	2.6	1.0	1.9
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay ( $d_1$ ), s/veh	14.1	17.5	17.5	52.1	7.2	7.2	40.4	38.1	35.2	40.3	37.9	38.5
Incremental Delay ( $d_2$ ), s/veh	1.1	0.7	2.1	0.3	0.2	0.4	0.1	0.0	0.7	0.2	0.1	0.2
Initial Queue Delay ( $d_3$ ), 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
Control Delay ( $d$ ), s/veh	15.3	18.2	19.6	52.4	7.4	7.6	40.5	38.1	35.8	40.6	38.0	38.6
Level of Service (LOS)	B	B	B	D	A	A	D	D	D	D	D	D
Approach Delay, s/veh / LOS	18.4	B		9.9	A		36.8	D		39.4	D	
Intersection Delay, s/veh / LOS	18.5						B					

## Multimodal Results

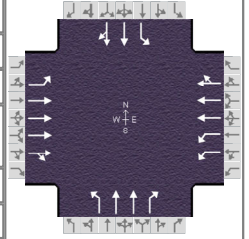
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.47	B		2.31	B		2.86	C		2.74	C	
Bicycle LOS Score / LOS	1.45	A		0.99	A		0.73	A		0.59	A	

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 21, 2021
Jurisdiction	City of Los Angeles	Time Period	Future with Project - PM
Urban Street	Centinela Avenue	Analysis Year	2026
Intersection	Bluff Creek-Major/Centi...	File Name	01PM - Future wit
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	83	2175	25	50	824	19	29	56	202	62	23	41

## Signal Information

Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		8		4
Case Number		6.3	2.0	4.0		5.0		6.0
Phase Duration, s		72.0	16.0	88.0		32.0		32.0
Change Period, ( $Y+R_c$ ), s		6.3	7.0	6.3		6.8		6.8
Max Allow Headway ( $MAH$ ), s		0.0	4.1	0.0		4.3		4.3
Queue Clearance Time ( $g_s$ ), s			3.7			14.7		8.3
Green Extension Time ( $g_e$ ), s		0.0	0.0	0.0		1.2		1.5
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			0.19			0.07		0.00

## Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R			
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14			
Adjusted Flow Rate ( $v$ ), veh/h	86	1704	564	52	581	288	30	58	208	64	24	42			
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	647	1900	1884	1757	1900	1877	1357	1809	1610	1367	1900	1610			
Queue Service Time ( $g_s$ ), s	8.3	23.2	23.2	1.7	6.9	6.9	2.2	1.5	12.7	4.7	1.2	2.6			
Cycle Queue Clearance Time ( $g_c$ ), s	8.3	23.2	23.2	1.7	6.9	6.9	4.7	1.5	12.7	6.3	1.2	2.6			
Green Ratio ( $g/C$ )	0.55	0.55	0.55	0.08	0.68	0.68	0.21	0.21	0.29	0.21	0.21	0.21			
Capacity ( $c$ ), veh/h	414	3121	1032	264	2587	1278	316	760	459	330	399	338			
Volume-to-Capacity Ratio ( $X$ )	0.207	0.546	0.546	0.196	0.225	0.225	0.095	0.076	0.454	0.194	0.059	0.125			
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)	59	377.2	387.2	33.2	119.9	122	33.4	30.8	218.1	73.9	25.9	46.9			
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)	2.4	15.1	15.5	1.3	4.8	4.9	1.3	1.2	8.7	3.0	1.0	1.9			
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Uniform Delay ( $d_1$ ), s/veh	14.2	17.5	17.5	52.1	7.2	7.2	40.4	38.1	35.2	40.6	37.9	38.5			
Incremental Delay ( $d_2$ ), s/veh	1.1	0.7	2.1	0.4	0.2	0.4	0.1	0.0	0.7	0.3	0.1	0.2			
Initial Queue Delay ( $d_3$ ), 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			
Control Delay ( $d$ ), s/veh	15.3	18.2	19.6	52.5	7.4	7.6	40.5	38.1	35.9	40.9	38.0	38.6			
Level of Service (LOS)	B	B	B	D	A	A	D	D	D	D	D	D			
Approach Delay, s/veh / LOS	18.4	B		10.0		B		36.8		D		39.6		D	
Intersection Delay, s/veh / LOS	18.6						B								

## Multimodal Results

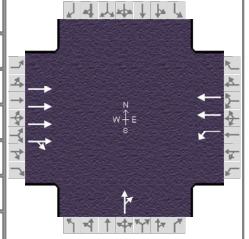
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.47	B		2.31	B		2.86	C		2.74	C	
Bicycle LOS Score / LOS	1.46	A		0.99	A		0.73	A		0.59	A	

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan			
Analyst	JAS	Analysis Date	Jun 8, 2021	
Jurisdiction	City of Culver City	Time Period	Existing - AM	
Urban Street	Centinela Avenue	Analysis Year	2021	
Intersection	Arizona/Centinela	File Name	02AM - Existing.xus	
Project Description	Sepulveda/Centinela Mixed-Use Project			

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h		867	51	57	2075			0	73			

## Signal Information

Cycle, s	60.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	10.2	26.9	7.2	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.8	5.1	3.8	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		4		
Case Number		8.3	2.0	4.0		12.0		
Phase Duration, s		33.0	15.0	48.0		12.0		
Change Period, ( $Y+R_c$ ), s		6.1	4.8	6.1		4.8		
Max Allow Headway ( $MAH$ ), s		0.0	3.0	0.0		3.5		
Queue Clearance Time ( $g_s$ ), s			3.7			4.6		
Green Extension Time ( $g_e$ ), s		0.0	0.0	0.0		0.0		
Phase Call Probability			1.00			1.00		
Max Out Probability			0.00			1.00		

## Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6			4	14			
Adjusted Flow Rate ( $v$ ), veh/h		715	231	59	2139			75				
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln		1900	1825	1810	1809			1610				
Queue Service Time ( $g_s$ ), s		4.8	4.8	1.7	26.2			2.6				
Cycle Queue Clearance Time ( $g_c$ ), s		4.8	4.8	1.7	26.2			2.6				
Green Ratio ( $g/C$ )		0.45	0.45	0.17	0.70			0.12				
Capacity ( $c$ ), veh/h		2556	818	308	2526			193				
Volume-to-Capacity Ratio ( $X$ )		0.280	0.283	0.191	0.847			0.389				
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)		72	76.2	28.5	220.6			43.9				
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)		2.9	3.0	1.1	8.8			1.8				
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay ( $d_1$ ), s/veh		10.4	10.5	21.4	6.7			24.4				
Incremental Delay ( $d_2$ ), s/veh		0.3	0.9	0.1	3.7			0.5				
Initial Queue Delay ( $d_3$ ), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay ( $d$ ), s/veh		10.7	11.3	21.5	10.4			24.8				
Level of Service (LOS)		B	B	C	B			C				
Approach Delay, s/veh / LOS	10.9	B		10.7	B		24.8	C		0.0		
Intersection Delay, s/veh / LOS	11.1						B					

## Multimodal Results

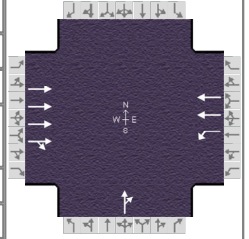
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.69	B		1.32	A		2.60	C		2.45	B	
Bicycle LOS Score / LOS	0.88	A		2.30	B		0.61	A				

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 8, 2021
Jurisdiction	City of Culver City	Time Period	Existing with Project - AM
Urban Street	Centinela Avenue	Analysis Year	2021
Intersection	Arizona/Centinela	File Name	02AM - Existing w
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h		867	59	67	2101			0	123			

## Signal Information

Cycle, s	60.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	10.2	26.9	7.2	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.8	5.1	3.8	0.0	0.0	0.0			
				Red	1.0	1.0	1.0	0.0	0.0	0.0			

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		4		
Case Number		8.3	2.0	4.0		12.0		
Phase Duration, s		33.0	15.0	48.0		12.0		
Change Period, ( $Y+R_c$ ), s		6.1	4.8	6.1		4.8		
Max Allow Headway ( $MAH$ ), s		0.0	3.0	0.0		3.5		
Queue Clearance Time ( $g_s$ ), s			4.0			6.5		
Green Extension Time ( $g_e$ ), s		0.0	0.0	0.0		0.0		
Phase Call Probability			1.00			1.00		
Max Out Probability			0.01			1.00		

## Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6			4	14			
Adjusted Flow Rate ( $v$ ), veh/h		722	233	69	2166			127				
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln		1900	1815	1810	1809			1610				
Queue Service Time ( $g_s$ ), s		4.8	4.9	2.0	27.0			4.5				
Cycle Queue Clearance Time ( $g_c$ ), s		4.8	4.9	2.0	27.0			4.5				
Green Ratio ( $g/C$ )		0.45	0.45	0.17	0.70			0.12				
Capacity ( $c$ ), veh/h		2556	814	308	2526			193				
Volume-to-Capacity Ratio ( $X$ )		0.283	0.286	0.225	0.857			0.656				
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)		73.1	76.7	33.7	228.8			89.7				
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)		2.9	3.1	1.3	9.2			3.6				
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay ( $d_1$ ), s/veh		10.5	10.5	21.5	6.8			25.2				
Incremental Delay ( $d_2$ ), s/veh		0.3	0.9	0.1	4.0			6.3				
Initial Queue Delay ( $d_3$ ), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay ( $d$ ), s/veh		10.7	11.4	21.6	10.8			31.5				
Level of Service (LOS)		B	B	C	B			C				
Approach Delay, s/veh / LOS	10.9	B		11.2	B		31.5	C		0.0		
Intersection Delay, s/veh / LOS	11.9						B					

## Multimodal Results

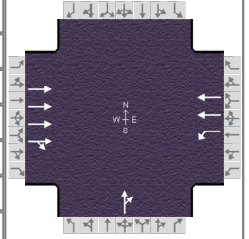
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.69	B		1.32	A		2.60	C		2.45	B	
Bicycle LOS Score / LOS	0.88	A		2.33	B		0.70	A				

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 14, 2021
Jurisdiction	City of Culver City	Time Period	Future - AM
Urban Street	Centinela Avenue	Analysis Year	2026
Intersection	Arizona/Centinela	File Name	02AM - Future.xus
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h		944	54	60	2454		0	77				

## Signal Information

Cycle, s	60.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	10.2	26.9	7.2	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.8	5.1	3.8	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		4		
Case Number		8.3	2.0	4.0		12.0		
Phase Duration, s		33.0	15.0	48.0		12.0		
Change Period, ( $Y+R_c$ ), s		6.1	4.8	6.1		4.8		
Max Allow Headway ( $MAH$ ), s		0.0	3.0	0.0		3.5		
Queue Clearance Time ( $g_s$ ), s			3.8			4.7		
Green Extension Time ( $g_e$ ), s		0.0	0.0	0.0		0.0		
Phase Call Probability			1.00			1.00		
Max Out Probability			0.00			1.00		

## Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6			4	14			
Adjusted Flow Rate ( $v$ ), veh/h		777	251	62	2530			79				
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln		1900	1827	1810	1809			1610				
Queue Service Time ( $g_s$ ), s		5.2	5.3	1.8	41.9			2.7				
Cycle Queue Clearance Time ( $g_c$ ), s		5.2	5.3	1.8	41.9			2.7				
Green Ratio ( $g/C$ )		0.45	0.45	0.17	0.70			0.12				
Capacity ( $c$ ), veh/h		2556	819	308	2526			193				
Volume-to-Capacity Ratio ( $X$ )		0.304	0.307	0.201	1.001			0.411				
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)		79.7	84.1	30.1	458.2			46.4				
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)		3.2	3.4	1.2	18.3			1.9				
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay ( $d_1$ ), s/veh		10.6	10.6	21.4	9.1			24.4				
Incremental Delay ( $d_2$ ), s/veh		0.3	1.0	0.1	18.2			0.5				
Initial Queue Delay ( $d_3$ ), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay ( $d$ ), s/veh		10.9	11.6	21.5	27.3			25.0				
Level of Service (LOS)		B	B	C	F			C				
Approach Delay, s/veh / LOS	11.0	B		27.2		C		25.0	C		0.0	
Intersection Delay, s/veh / LOS	22.6						C					

## Multimodal Results

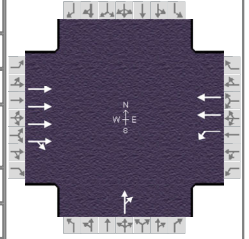
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.69	B		1.32	A		2.60	C		2.45	B	
Bicycle LOS Score / LOS	0.91	A		2.63	C		0.62	A				

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 14, 2021
Jurisdiction	City of Culver City	Time Period	Future with Project - AM
Urban Street	Centinela Avenue	Analysis Year	2026
Intersection	Arizona/Centinela	File Name	02AM - Future with
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h		944	62	70	2480			0	127			

## Signal Information

Cycle, s	60.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	10.2	26.9	7.2	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.8	5.1	3.8	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		4		
Case Number		8.3	2.0	4.0		12.0		
Phase Duration, s		33.0	15.0	48.0		12.0		
Change Period, ( Y+R <sub>c</sub> ), s		6.1	4.8	6.1		4.8		
Max Allow Headway ( MAH ), s		0.0	3.0	0.0		3.5		
Queue Clearance Time ( g <sub>s</sub> ), s			4.1			6.7		
Green Extension Time ( g <sub>e</sub> ), s		0.0	0.0	0.0		0.0		
Phase Call Probability			1.00			1.00		
Max Out Probability			0.01			1.00		

## Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6			4	14			
Adjusted Flow Rate ( $v$ ), veh/h		785	253	72	2557			131				
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln		1900	1817	1810	1809			1610				
Queue Service Time ( $g_s$ ), s		5.3	5.3	2.1	41.9			4.7				
Cycle Queue Clearance Time ( $g_c$ ), s		5.3	5.3	2.1	41.9			4.7				
Green Ratio ( $g/C$ )		0.45	0.45	0.17	0.70			0.12				
Capacity ( $c$ ), veh/h		2556	815	308	2526			193				
Volume-to-Capacity Ratio ( $X$ )		0.307	0.310	0.235	1.012			0.678				
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)		80.5	84.6	35.3	491.3			95.4				
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)		3.2	3.4	1.4	19.7			3.8				
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay ( $d_1$ ), s/veh		10.6	10.6	21.5	9.1			25.3				
Incremental Delay ( $d_2$ ), s/veh		0.3	1.0	0.1	20.9			7.6				
Initial Queue Delay ( $d_3$ ), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay ( $d$ ), s/veh		10.9	11.6	21.7	30.0			32.9				
Level of Service (LOS)		B	B	C	F			C				
Approach Delay, s/veh / LOS	11.1	B		29.7		C		32.9	C		0.0	
Intersection Delay, s/veh / LOS	24.8							C				

## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.69	B		1.32	A		2.60	C		2.45	B	
Bicycle LOS Score / LOS	0.92	A		2.66	C		0.70	A				

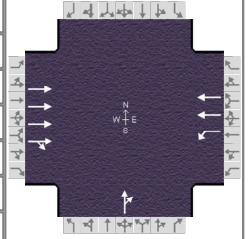


# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan			
Analyst	JAS	Analysis Date	Jun 8, 2021	
Jurisdiction	City of Culver City	Time Period	Existing - PM	
Urban Street	Centinela Avenue	Analysis Year	2021	
Intersection	Arizona/Centinela	File Name	02PM - Existing.xus	
Project Description	Sepulveda/Centinela Mixed-Use Project			

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h		2154	32	55	885		0	167				

## Signal Information

Cycle, s	60.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	10.2	26.9	7.2	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.8	5.1	3.8	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		4		
Case Number		8.3	2.0	4.0		12.0		
Phase Duration, s		33.0	15.0	48.0		12.0		
Change Period, ( Y+R <sub>c</sub> ), s		6.1	4.8	6.1		4.8		
Max Allow Headway ( MAH ), s		0.0	3.0	0.0		3.5		
Queue Clearance Time ( g <sub>s</sub> ), s			3.6			8.3		
Green Extension Time ( g <sub>e</sub> ), s		0.0	0.0	0.0		0.0		
Phase Call Probability			1.00			1.00		
Max Out Probability			0.00			1.00		

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6			4	14			
Adjusted Flow Rate ( v ), veh/h		1695	559	57	912			172				
Adjusted Saturation Flow Rate ( s ), veh/h/ln		1900	1880	1810	1809			1610				
Queue Service Time ( g <sub>s</sub> ), s		14.0	14.0	1.6	6.1			6.3				
Cycle Queue Clearance Time ( g <sub>c</sub> ), s		14.0	14.0	1.6	6.1			6.3				
Green Ratio ( g/C )		0.45	0.45	0.17	0.70			0.12				
Capacity ( c ), veh/h		2556	843	308	2526			193				
Volume-to-Capacity Ratio ( X )		0.663	0.663	0.184	0.361			0.891				
Back of Queue ( Q ), ft/ln ( 95 th percentile)		212.4	232.4	27.5	46.3			189.5				
Back of Queue ( Q ), veh/ln ( 95 th percentile)		8.5	9.3	1.1	1.9			7.6				
Queue Storage Ratio ( RQ ) ( 95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay ( d <sub>1</sub> ), s/veh		13.0	13.0	21.3	3.7			26.0				
Incremental Delay ( d <sub>2</sub> ), s/veh		1.4	4.1	0.1	0.4			35.4				
Initial Queue Delay ( d <sub>3</sub> ), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay ( d ), s/veh		14.4	17.1	21.4	4.1			61.4				
Level of Service ( LOS )		B	B	C	A			E				
Approach Delay, s/veh / LOS	15.0		B	5.1		A	61.4		E	0.0		
Intersection Delay, s/veh / LOS	14.5						B					

## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.69		B	1.32		A	2.60		C	2.45		B
Bicycle LOS Score / LOS	1.42		A	1.29		A	0.77		A			

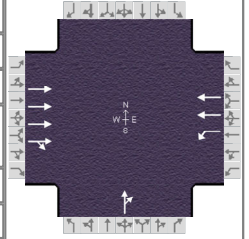


# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 8, 2021
Jurisdiction	City of Culver City	Time Period	Existing with Project - PM
Urban Street	Centinela Avenue	Analysis Year	2021
Intersection	Arizona/Centinela	File Name	02PM - Existing w
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h		2154	52	79	895			0	187			

## Signal Information

Cycle, s	60.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	10.2	26.9	7.2	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.8	5.1	3.8	0.0	0.0	0.0			
				Red	1.0	1.0	1.0	0.0	0.0	0.0			

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		4		
Case Number		8.3	2.0	4.0		12.0		
Phase Duration, s		33.0	15.0	48.0		12.0		
Change Period, ( $Y+R_c$ ), s		6.1	4.8	6.1		4.8		
Max Allow Headway ( $MAH$ ), s		0.0	3.0	0.0		3.5		
Queue Clearance Time ( $g_s$ ), s			4.3			9.2		
Green Extension Time ( $g_e$ ), s		0.0	0.0	0.0		0.0		
Phase Call Probability			1.00			1.00		
Max Out Probability			0.01			1.00		

## Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6			4	14			
Adjusted Flow Rate ( $v$ ), veh/h		1713	562	81	923			193				
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln		1900	1868	1810	1809			1610				
Queue Service Time ( $g_s$ ), s		14.2	14.2	2.3	6.2			7.2				
Cycle Queue Clearance Time ( $g_c$ ), s		14.2	14.2	2.3	6.2			7.2				
Green Ratio ( $g/C$ )		0.45	0.45	0.17	0.70			0.12				
Capacity ( $c$ ), veh/h		2556	837	308	2526			193				
Volume-to-Capacity Ratio ( $X$ )		0.670	0.671	0.265	0.365			0.998				
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)		215	234.6	40	46.8			252.6				
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)		8.6	9.4	1.6	1.9			10.1				
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay ( $d_1$ ), s/veh		13.1	13.1	21.6	3.7			26.4				
Incremental Delay ( $d_2$ ), s/veh		1.4	4.3	0.2	0.4			64.0				
Initial Queue Delay ( $d_3$ ), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay ( $d$ ), s/veh		14.5	17.3	21.8	4.1			90.4				
Level of Service (LOS)		B	B	C	A			F				
Approach Delay, s/veh / LOS	15.2	B		5.5		A		90.4	F		0.0	
Intersection Delay, s/veh / LOS	16.6							B				

## Multimodal Results

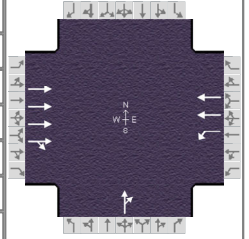
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.69	B		1.32	A		2.60	C		2.45	B	
Bicycle LOS Score / LOS	1.43	A		1.32	A		0.81	A				

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 14, 2021
Jurisdiction	City of Culver City	Time Period	Future - PM
Urban Street	Centinela Avenue	Analysis Year	2026
Intersection	Arizona/Centinela	File Name	02PM - Future.xus
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h		2549	34	58	994		0	176				

## Signal Information

Cycle, s	60.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	10.2	26.9	7.2	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.8	5.1	3.8	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		4		
Case Number		8.3	2.0	4.0		12.0		
Phase Duration, s		33.0	15.0	48.0		12.0		
Change Period, ( $Y+R_c$ ), s		6.1	4.8	6.1		4.8		
Max Allow Headway ( $MAH$ ), s		0.0	3.0	0.0		3.5		
Queue Clearance Time ( $g_s$ ), s			3.7			8.7		
Green Extension Time ( $g_e$ ), s		0.0	0.0	0.0		0.0		
Phase Call Probability			1.00			1.00		
Max Out Probability			0.00			1.00		

## Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6			4	14			
Adjusted Flow Rate ( $v$ ), veh/h		2001	662	60	1025			181				
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln		1900	1882	1810	1809			1610				
Queue Service Time ( $g_s$ ), s		17.9	17.9	1.7	7.2			6.7				
Cycle Queue Clearance Time ( $g_c$ ), s		17.9	17.9	1.7	7.2			6.7				
Green Ratio ( $g/C$ )		0.45	0.45	0.17	0.70			0.12				
Capacity ( $c$ ), veh/h		2556	844	308	2526			193				
Volume-to-Capacity Ratio ( $X$ )		0.783	0.784	0.194	0.406			0.939				
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)		263.9	298.5	29	54.4			215.8				
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)		10.6	11.9	1.2	2.2			8.6				
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay ( $d_1$ ), s/veh		14.1	14.1	21.4	3.8			26.2				
Incremental Delay ( $d_2$ ), s/veh		2.5	7.2	0.1	0.5			47.0				
Initial Queue Delay ( $d_3$ ), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay ( $d$ ), s/veh		16.6	21.3	21.5	4.3			73.1				
Level of Service (LOS)		B	C	C	A			E				
Approach Delay, s/veh / LOS	17.7	B		5.2		A		73.1	E		0.0	
Intersection Delay, s/veh / LOS	16.8							B				

## Multimodal Results

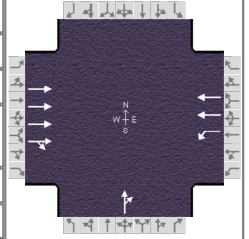
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.69	B		1.32	A		2.60	C		2.45	B	
Bicycle LOS Score / LOS	1.59	B		1.38	A		0.79	A				

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 14, 2021
Jurisdiction	City of Culver City	Time Period	Future with Project - PM
Urban Street	Centinela Avenue	Analysis Year	2026
Intersection	Arizona/Centinela	File Name	02PM - Future with
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h		2549	54	82	1004			0	196			

## Signal Information

Cycle, s	60.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	10.2	26.9	7.2	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.8	5.1	3.8	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		4		
Case Number		8.3	2.0	4.0		12.0		
Phase Duration, s		33.0	15.0	48.0		12.0		
Change Period, ( $Y+R_c$ ), s		6.1	4.8	6.1		4.8		
Max Allow Headway ( $MAH$ ), s		0.0	3.0	0.0		3.5		
Queue Clearance Time ( $g_s$ ), s			4.4			9.2		
Green Extension Time ( $g_e$ ), s		0.0	0.0	0.0		0.0		
Phase Call Probability			1.00			1.00		
Max Out Probability			0.02			1.00		

## Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6			4	14			
Adjusted Flow Rate ( $v$ ), veh/h		2019	664	85	1035			202				
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln		1900	1872	1810	1809			1610				
Queue Service Time ( $g_s$ ), s		18.2	18.2	2.4	7.3			7.2				
Cycle Queue Clearance Time ( $g_c$ ), s		18.2	18.2	2.4	7.3			7.2				
Green Ratio ( $g/C$ )		0.45	0.45	0.17	0.70			0.12				
Capacity ( $c$ ), veh/h		2556	839	308	2526			193				
Volume-to-Capacity Ratio ( $X$ )		0.790	0.792	0.275	0.410			1.046				
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)		267	302.8	41.7	55.7			281.5				
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)		10.7	12.1	1.7	2.2			11.3				
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay ( $d_1$ ), s/veh		14.1	14.2	21.7	3.8			26.4				
Incremental Delay ( $d_2$ ), s/veh		2.6	7.5	0.2	0.5			77.3				
Initial Queue Delay ( $d_3$ ), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay ( $d$ ), s/veh		16.7	21.7	21.9	4.3			103.7				
Level of Service (LOS)		B	C	C	A			F				
Approach Delay, s/veh / LOS	18.0	B		5.6		A		103.7	F		0.0	
Intersection Delay, s/veh / LOS	18.8						B					

## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.69	B		1.32	A		2.60	C		2.45	B	
Bicycle LOS Score / LOS	1.59	B		1.41	A		0.82	A				

# HCS7 Two-Way Stop-Control Report

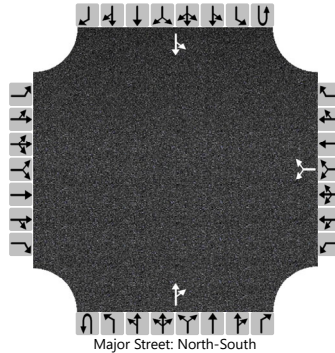
## General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/8/2021
Analysis Year	2021
Time Analyzed	Existing - AM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

## Site Information

Intersection	Arizona/Arizona Dwy
Jurisdiction	City of Los Angeles
East/West Street	Arizona Avenue Driveway
North/South Street	Arizona Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		18			52	0		77	108	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						20								84		
Capacity, c (veh/h)						1007								1542		
v/c Ratio						0.02								0.05		
95% Queue Length, Q <sub>95</sub> (veh)						0.1								0.2		
Control Delay (s/veh)						8.6								7.5		
Level of Service (LOS)						A								A		
Approach Delay (s/veh)					8.6								3.4			
Approach LOS					A											

# HCS7 Two-Way Stop-Control Report

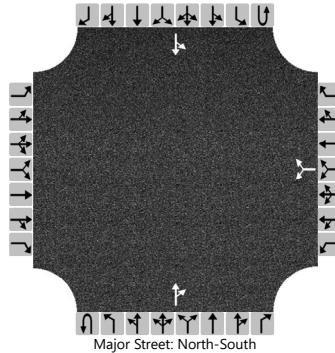
## General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/8/2021
Analysis Year	2021
Time Analyzed	Existing + Project - AM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

## Site Information

Intersection	Arizona/Arizona Dwy
Jurisdiction	City of Los Angeles
East/West Street	Arizona Avenue Driveway
North/South Street	Arizona Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		71			52	0		96	108	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						77								104		
Capacity, c (veh/h)						1007								1542		
v/c Ratio						0.08								0.07		
95% Queue Length, Q <sub>95</sub> (veh)						0.2								0.2		
Control Delay (s/veh)						8.9								7.5		
Level of Service (LOS)						A								A		
Approach Delay (s/veh)					8.9								3.8			
Approach LOS					A											

# HCS7 Two-Way Stop-Control Report

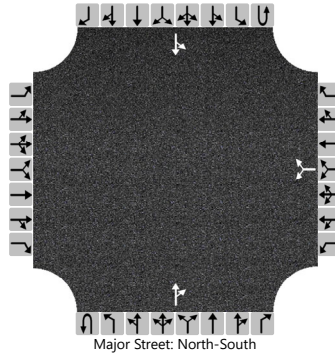
## General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/8/2021
Analysis Year	2026
Time Analyzed	Future - AM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

## Site Information

Intersection	Arizona/Arizona Dwy
Jurisdiction	City of Los Angeles
East/West Street	Arizona Avenue Driveway
North/South Street	Arizona Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		19			55	0		81	114	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						21								88		
Capacity, c (veh/h)						1003								1537		
v/c Ratio						0.02								0.06		
95% Queue Length, Q <sub>95</sub> (veh)						0.1								0.2		
Control Delay (s/veh)						8.7								7.5		
Level of Service (LOS)						A								A		
Approach Delay (s/veh)					8.7								3.4			
Approach LOS					A											

# HCS7 Two-Way Stop-Control Report

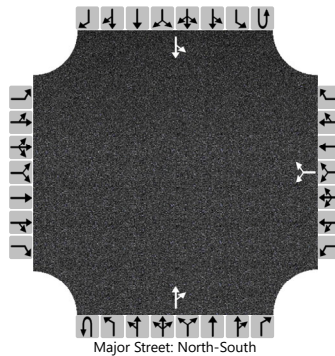
## General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/8/2021
Analysis Year	2026
Time Analyzed	Future + Project - AM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

## Site Information

Intersection	Arizona/Arizona Dwy
Jurisdiction	City of Los Angeles
East/West Street	Arizona Avenue Driveway
North/South Street	Arizona Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		72			55	0		100	114	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						78								109		
Capacity, c (veh/h)						1003								1537		
v/c Ratio						0.08								0.07		
95% Queue Length, Q <sub>95</sub> (veh)						0.3								0.2		
Control Delay (s/veh)						8.9								7.5		
Level of Service (LOS)						A								A		
Approach Delay (s/veh)					8.9								3.8			
Approach LOS					A											



# HCS7 Two-Way Stop-Control Report

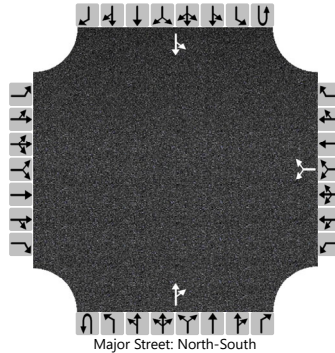
## General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/8/2021
Analysis Year	2021
Time Analyzed	Existing - PM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

## Site Information

Intersection	Arizona/Arizona Dwy
Jurisdiction	City of Los Angeles
East/West Street	Arizona Avenue Driveway
North/South Street	Arizona Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		24			139	0		42	45	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						26								46		
Capacity, c (veh/h)						893								1424		
v/c Ratio						0.03								0.03		
95% Queue Length, Q <sub>95</sub> (veh)						0.1								0.1		
Control Delay (s/veh)						9.2								7.6		
Level of Service (LOS)						A								A		
Approach Delay (s/veh)					9.2								3.8			
Approach LOS					A											

# HCS7 Two-Way Stop-Control Report

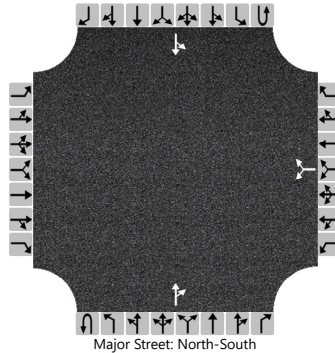
## General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/8/2021
Analysis Year	2021
Time Analyzed	Existing + Project - PM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

## Site Information

Intersection	Arizona/Arizona Dwy
Jurisdiction	City of Los Angeles
East/West Street	Arizona Avenue Driveway
North/South Street	Arizona Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		48			139	0		86	45	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						52								93		
Capacity, c (veh/h)						893								1424		
v/c Ratio						0.06								0.07		
95% Queue Length, Q <sub>95</sub> (veh)						0.2								0.2		
Control Delay (s/veh)						9.3								7.7		
Level of Service (LOS)						A								A		
Approach Delay (s/veh)					9.3								5.2			
Approach LOS					A											

# HCS7 Two-Way Stop-Control Report

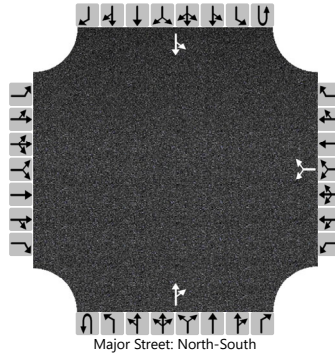
## General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/8/2021
Analysis Year	2026
Time Analyzed	Future - PM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

## Site Information

Intersection	Arizona/Arizona Dwy
Jurisdiction	City of Los Angeles
East/West Street	Arizona Avenue Driveway
North/South Street	Arizona Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		25			146	0		44	47	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						27								48		
Capacity, c (veh/h)						884								1415		
v/c Ratio						0.03								0.03		
95% Queue Length, Q <sub>95</sub> (veh)						0.1								0.1		
Control Delay (s/veh)						9.2								7.6		
Level of Service (LOS)						A								A		
Approach Delay (s/veh)					9.2								3.8			
Approach LOS					A											

# HCS7 Two-Way Stop-Control Report

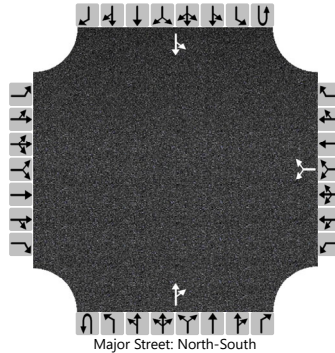
## General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/8/2021
Analysis Year	2026
Time Analyzed	Future + Project - PM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

## Site Information

Intersection	Arizona/Arizona Dwy
Jurisdiction	City of Los Angeles
East/West Street	Arizona Avenue Driveway
North/South Street	Arizona Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		49			146	0		88	47	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

## Delay, Queue Length, and Level of Service

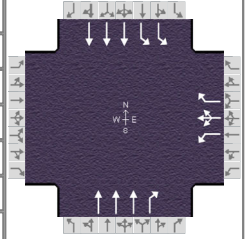
Flow Rate, v (veh/h)						53								96		
Capacity, c (veh/h)						884								1415		
v/c Ratio						0.06								0.07		
95% Queue Length, Q <sub>95</sub> (veh)						0.2								0.2		
Control Delay (s/veh)						9.3								7.7		
Level of Service (LOS)						A								A		
Approach Delay (s/veh)					9.3								5.2			
Approach LOS					A											

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	6/8/2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Existing - AM	PHF	0.99
Urban Street	Sepulveda Boulevard	Analysis Year	2021	Analysis Period	1 > 8:00
Intersection	Sepulveda/Green Valley	File Name	04AM - Existing.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h				181	0	273		2065	315	147	887	

## Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	15.1	64.7	24.5	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.9	4.3	4.3	0.0	0.0	0.0		
				Red	1.0	1.0	1.2	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				30.0		70.0	20.0	90.0
Change Period, ( Y+R <sub>c</sub> ), s				5.5		5.3	4.9	5.3
Max Allow Headway ( MAH ), s				6.3		0.0	3.1	0.0
Queue Clearance Time ( g <sub>s</sub> ), s				16.4			6.6	
Green Extension Time ( g <sub>e</sub> ), s				2.2		0.0	0.2	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.69			0.00	

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14		2	12	1	6	
Adjusted Flow Rate ( v ), veh/h				213	0	245		2086	318	148	896	
Adjusted Saturation Flow Rate ( s ), veh/h/ln				1810	1900	1610		1725	1610	1757	1725	
Queue Service Time ( g <sub>s</sub> ), s				12.8	0.0	14.4		37.3	13.6	4.6	7.4	
Cycle Queue Clearance Time ( g <sub>c</sub> ), s				12.8	0.0	14.4		37.3	13.6	4.6	7.4	
Green Ratio ( g/C )				0.20	0.20	0.33		0.54	0.54	0.13	0.71	
Capacity ( c ), veh/h				369	388	531		2791	868	442	3653	
Volume-to-Capacity Ratio ( X )				0.578	0.000	0.461		0.747	0.367	0.336	0.245	
Back of Queue ( Q ), ft/ln ( 95 th percentile)				251.4	0	242.1		527	221.8	91.2	111.4	
Back of Queue ( Q ), veh/ln ( 95 th percentile)				10.1	0.0	9.7		21.1	8.9	3.6	4.5	
Queue Storage Ratio ( RQ ) ( 95 th percentile)				0.00	0.00	0.00		0.00	0.00	0.00	0.00	
Uniform Delay ( d <sub>1</sub> ), s/veh				43.1	0.0	31.8		21.3	15.9	47.9	6.3	
Incremental Delay ( d <sub>2</sub> ), s/veh				3.6	0.0	1.3		1.9	1.2	0.2	0.2	
Initial Queue Delay ( d <sub>3</sub> ), s/veh				0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Control Delay ( d ), s/veh				46.7	0.0	33.1		23.2	17.1	48.0	6.4	
Level of Service ( LOS )				D		C		C	B	D	A	
Approach Delay, s/veh / LOS	0.0			39.4		D	22.4		C	12.4		B
Intersection Delay, s/veh / LOS	21.7						C					

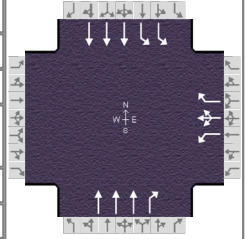
## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.62		C	2.75		C	2.26		B	1.35		A
Bicycle LOS Score / LOS				1.24		A	1.81		B	1.06		A

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	6/8/2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Existing with Project - AM	PHF	0.99
Urban Street	Sepulveda Boulevard	Analysis Year	2021	Analysis Period	1> 8:00
Intersection	Sepulveda/Green Valley	File Name	04AM - Existing with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h				181	0	273		2076	315	147	891	

## Signal Information

Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				30.0		70.0	20.0	90.0
Change Period, ( Y+R <sub>c</sub> ), s				5.5		5.3	4.9	5.3
Max Allow Headway ( MAH ), s				6.3		0.0	3.1	0.0
Queue Clearance Time ( g <sub>s</sub> ), s				16.4			6.6	
Green Extension Time ( g <sub>e</sub> ), s				2.2		0.0	0.2	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.69			0.00	

## Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14		2	12	1	6	
Adjusted Flow Rate ( $v$ ), veh/h				213	0	245		2097	318	148	900	
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln				1810	1900	1610		1725	1610	1757	1725	
Queue Service Time ( $g_s$ ), s				12.8	0.0	14.4		37.7	13.6	4.6	7.4	
Cycle Queue Clearance Time ( $g_c$ ), s				12.8	0.0	14.4		37.7	13.6	4.6	7.4	
Green Ratio ( $g/C$ )				0.20	0.20	0.33		0.54	0.54	0.13	0.71	
Capacity ( $c$ ), veh/h				369	388	531		2791	868	442	3653	
Volume-to-Capacity Ratio ( $X$ )				0.578	0.000	0.461		0.751	0.367	0.336	0.246	
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)				251.4	0	242.1		531.4	221.8	91.2	112	
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)				10.1	0.0	9.7		21.3	8.9	3.6	4.5	
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)				0.00	0.00	0.00		0.00	0.00	0.00	0.00	
Uniform Delay ( $d_1$ ), s/veh				43.1	0.0	31.8		21.4	15.9	47.9	6.3	
Incremental Delay ( $d_2$ ), s/veh				3.6	0.0	1.3		1.9	1.2	0.2	0.2	
Initial Queue Delay ( $d_3$ ), s/veh				0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Control Delay ( $d$ ), s/veh				46.7	0.0	33.1		23.3	17.1	48.0	6.4	
Level of Service (LOS)				D		C		C	B	D	A	
Approach Delay, s/veh / LOS	0.0			39.4		D	22.5		C	12.3		B
Intersection Delay, s/veh / LOS	21.8						C					

## Multimodal Results

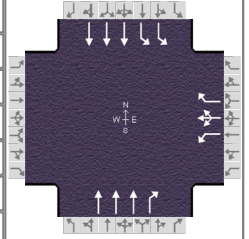
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.62			2.75			2.26			1.35		
Bicycle LOS Score / LOS				1.24			1.82			1.06		

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 14, 2021
Jurisdiction	City of Culver City	Time Period	Future - AM
Urban Street	Sepulveda Boulevard	Analysis Year	2026
Intersection	Sepulveda/Green Valley	File Name	04AM - Future.xus
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h				242	0	326		2189	342	163	962	

## Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	15.1	64.7	24.5	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.9	4.3	4.3	0.0	0.0	0.0		
				Red	1.0	1.0	1.2	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				30.0		70.0	20.0	90.0
Change Period, ( $Y+R_c$ ), s				5.5		5.3	4.9	5.3
Max Allow Headway ( $MAH$ ), s				6.3		0.0	3.1	0.0
Queue Clearance Time ( $g_s$ ), s				20.5			7.2	
Green Extension Time ( $g_e$ ), s				1.6		0.0	0.2	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				1.00			0.00	

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14		2	12	1	6	
Adjusted Flow Rate ( $v$ ), veh/h				272	0	301		2211	345	165	972	
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln				1810	1900	1610		1725	1610	1757	1725	
Queue Service Time ( $g_s$ ), s				16.9	0.0	18.5		41.2	15.1	5.2	8.2	
Cycle Queue Clearance Time ( $g_c$ ), s				16.9	0.0	18.5		41.2	15.1	5.2	8.2	
Green Ratio ( $g/C$ )				0.20	0.20	0.33		0.54	0.54	0.13	0.71	
Capacity ( $c$ ), veh/h				369	388	531		2791	868	442	3653	
Volume-to-Capacity Ratio ( $X$ )				0.737	0.000	0.567		0.792	0.398	0.372	0.266	
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)				330.2	0	298.7		576.2	241.1	101.7	123	
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)				13.2	0.0	11.9		23.0	9.6	4.1	4.9	
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)				0.00	0.00	0.00		0.00	0.00	0.00	0.00	
Uniform Delay ( $d_1$ ), s/veh				44.7	0.0	33.1		22.2	16.2	48.1	6.4	
Incremental Delay ( $d_2$ ), s/veh				9.1	0.0	2.3		2.4	1.4	0.2	0.2	
Initial Queue Delay ( $d_3$ ), s/veh				0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Control Delay ( $d$ ), s/veh				53.9	0.0	35.5		24.6	17.6	48.3	6.6	
Level of Service (LOS)				D		D		C	B	D	A	
Approach Delay, s/veh / LOS	0.0			44.2		D	23.7		C	12.6		B
Intersection Delay, s/veh / LOS	23.5						C					

## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.62		C	2.75		C	2.26		B	1.35		A
Bicycle LOS Score / LOS				1.43		A	1.89		B	1.11		A

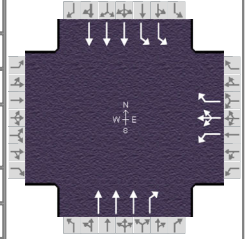


# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 14, 2021
Jurisdiction	City of Culver City	Time Period	Future with Project - AM
Urban Street	Sepulveda Boulevard	Analysis Year	2026
Intersection	Sepulveda/Green Valley	File Name	04AM - Future with
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h				242	0	326		2200	342	163	966	

## Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	15.1	64.7	24.5	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.9	4.3	4.3	0.0	0.0	0.0		
				Red	1.0	1.0	1.2	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				30.0		70.0	20.0	90.0
Change Period, ( $Y+R_c$ ), s				5.5		5.3	4.9	5.3
Max Allow Headway ( $MAH$ ), s				6.3		0.0	3.1	0.0
Queue Clearance Time ( $g_s$ ), s				20.5			7.2	
Green Extension Time ( $g_e$ ), s				1.6		0.0	0.2	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				1.00			0.00	

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14		2	12	1	6	
Adjusted Flow Rate ( $v$ ), veh/h				272	0	301		2222	345	165	976	
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln				1810	1900	1610		1725	1610	1757	1725	
Queue Service Time ( $g_s$ ), s				16.9	0.0	18.5		41.6	15.1	5.2	8.2	
Cycle Queue Clearance Time ( $g_c$ ), s				16.9	0.0	18.5		41.6	15.1	5.2	8.2	
Green Ratio ( $g/C$ )				0.20	0.20	0.33		0.54	0.54	0.13	0.71	
Capacity ( $c$ ), veh/h				369	388	531		2791	868	442	3653	
Volume-to-Capacity Ratio ( $X$ )				0.737	0.000	0.567		0.796	0.398	0.372	0.267	
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)				330.2	0	298.7		580.9	241.1	101.7	123.9	
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)				13.2	0.0	11.9		23.2	9.6	4.1	5.0	
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)				0.00	0.00	0.00		0.00	0.00	0.00	0.00	
Uniform Delay ( $d_1$ ), s/veh				44.7	0.0	33.1		22.3	16.2	48.1	6.4	
Incremental Delay ( $d_2$ ), s/veh				9.1	0.0	2.3		2.5	1.4	0.2	0.2	
Initial Queue Delay ( $d_3$ ), s/veh				0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Control Delay ( $d$ ), s/veh				53.9	0.0	35.5		24.8	17.6	48.3	6.6	
Level of Service (LOS)				D		D		C	B	D	A	
Approach Delay, s/veh / LOS	0.0			44.2		D	23.8		C	12.6		B
Intersection Delay, s/veh / LOS	23.6						C					

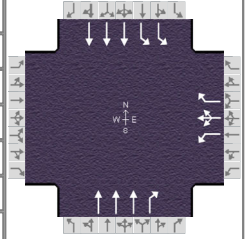
## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.62		C	2.75		C	2.26		B	1.35		A
Bicycle LOS Score / LOS				1.43		A	1.90		B	1.11		A

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	6/8/2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Existing - PM	PHF	0.93
Urban Street	Sepulveda Boulevard	Analysis Year	2021	Analysis Period	1> 17:00
Intersection	Sepulveda/Green Valley	File Name	04PM - Existing.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h				395	0	252		1436	467	252	1546	

## Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	15.1	64.7	24.5	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.9	4.3	4.3	0.0	0.0	0.0		
				Red	1.0	1.0	1.2	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				30.0		70.0	20.0	90.0
Change Period, ( Y+R <sub>c</sub> ), s				5.5		5.3	4.9	5.3
Max Allow Headway ( MAH ), s				6.2		0.0	3.1	0.0
Queue Clearance Time ( g <sub>s</sub> ), s				26.5			10.8	
Green Extension Time ( g <sub>e</sub> ), s				0.0		0.0	0.3	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				1.00			0.30	

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14		2	12	1	6	
Adjusted Flow Rate ( v ), veh/h				374	0	322		1544	502	271	1662	
Adjusted Saturation Flow Rate ( s ), veh/h/ln				1810	1900	1610		1725	1610	1757	1725	
Queue Service Time ( g <sub>s</sub> ), s				24.5	0.0	20.1		23.5	25.1	8.8	16.7	
Cycle Queue Clearance Time ( g <sub>c</sub> ), s				24.5	0.0	20.1		23.5	25.1	8.8	16.7	
Green Ratio ( g/C )				0.20	0.20	0.33		0.54	0.54	0.13	0.71	
Capacity ( c ), veh/h				369	388	531		2791	868	442	3653	
Volume-to-Capacity Ratio ( X )				1.012	0.000	0.605		0.553	0.578	0.613	0.455	
Back of Queue ( Q ), ft/ln ( 95 th percentile)				567.7	0	321		354.3	368	177	237.6	
Back of Queue ( Q ), veh/ln ( 95 th percentile)				22.7	0.0	12.8		14.2	14.7	7.1	9.5	
Queue Storage Ratio ( RQ ) ( 95 th percentile)				0.00	0.00	0.00		0.00	0.00	0.00	0.00	
Uniform Delay ( d <sub>1</sub> ), s/veh				47.8	0.0	33.7		18.2	18.5	49.7	7.6	
Incremental Delay ( d <sub>2</sub> ), s/veh				50.0	0.0	2.9		0.8	2.8	1.8	0.4	
Initial Queue Delay ( d <sub>3</sub> ), s/veh				0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Control Delay ( d ), s/veh				97.7	0.0	36.6		19.0	21.3	51.5	8.1	
Level of Service ( LOS )				F		D		B	C	D	A	
Approach Delay, s/veh / LOS	0.0			69.5		E	19.5		B	14.2		B
Intersection Delay, s/veh / LOS	24.7						C					

## Multimodal Results

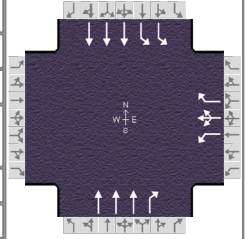
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.62		C	2.75		C	2.26		B	1.35		A
Bicycle LOS Score / LOS				1.64		B	1.61		B	1.55		B

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	6/8/2021
Jurisdiction	City of Culver City	Time Period	Existing with Project - PM
Urban Street	Sepulveda Boulevard	Analysis Year	2021
Intersection	Sepulveda/Green Valley	File Name	04PM - Existing w
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h				395	0	252		1441	467	252	1555	

## Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	15.1	64.7	24.5	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.9	4.3	4.3	0.0	0.0	0.0		
				Red	1.0	1.0	1.2	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				30.0		70.0	20.0	90.0
Change Period, ( Y+R <sub>c</sub> ), s				5.5		5.3	4.9	5.3
Max Allow Headway ( MAH ), s				6.2		0.0	3.1	0.0
Queue Clearance Time ( g <sub>s</sub> ), s				26.5			10.8	
Green Extension Time ( g <sub>e</sub> ), s				0.0		0.0	0.3	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				1.00			0.30	

## Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14		2	12	1	6	
Adjusted Flow Rate ( $v$ ), veh/h				374	0	322		1549	502	271	1672	
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln				1810	1900	1610		1725	1610	1757	1725	
Queue Service Time ( $g_s$ ), s				24.5	0.0	20.1		23.6	25.1	8.8	16.8	
Cycle Queue Clearance Time ( $g_c$ ), s				24.5	0.0	20.1		23.6	25.1	8.8	16.8	
Green Ratio ( $g/C$ )				0.20	0.20	0.33		0.54	0.54	0.13	0.71	
Capacity ( $c$ ), veh/h				369	388	531		2791	868	442	3653	
Volume-to-Capacity Ratio ( $X$ )				1.012	0.000	0.605		0.555	0.578	0.613	0.458	
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)				567.7	0	321		355.8	368	177	239.3	
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)				22.7	0.0	12.8		14.2	14.7	7.1	9.6	
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)				0.00	0.00	0.00		0.00	0.00	0.00	0.00	
Uniform Delay ( $d_1$ ), s/veh				47.8	0.0	33.7		18.2	18.5	49.7	7.7	
Incremental Delay ( $d_2$ ), s/veh				50.0	0.0	2.9		0.8	2.8	1.8	0.4	
Initial Queue Delay ( $d_3$ ), s/veh				0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Control Delay ( $d$ ), s/veh				97.7	0.0	36.6		19.0	21.3	51.5	8.1	
Level of Service (LOS)				F		D		B	C	D	A	
Approach Delay, s/veh / LOS	0.0			69.5		E	19.6		B	14.1		B
Intersection Delay, s/veh / LOS	24.7						C					

## Multimodal Results

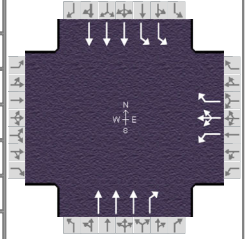
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.62			2.75			2.26			1.35		
Bicycle LOS Score / LOS				1.64			1.62			1.56		

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 14, 2021
Jurisdiction	City of Culver City	Time Period	Future - PM
Urban Street	Sepulveda Boulevard	Analysis Year	2026
Intersection	Sepulveda/Green Valley	File Name	04PM - Future.xus
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h				431	0	277		1552	530	295	1662	

## Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	15.1	64.7	24.5	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.9	4.3	4.3	0.0	0.0	0.0		
				Red	1.0	1.0	1.2	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				30.0		70.0	20.0	90.0
Change Period, ( Y+R <sub>c</sub> ), s				5.5		5.3	4.9	5.3
Max Allow Headway ( MAH ), s				6.2		0.0	3.1	0.0
Queue Clearance Time ( g <sub>s</sub> ), s				26.5			12.4	
Green Extension Time ( g <sub>e</sub> ), s				0.0		0.0	0.2	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				1.00			1.00	

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14		2	12	1	6	
Adjusted Flow Rate ( v ), veh/h				409	0	352		1669	570	317	1787	
Adjusted Saturation Flow Rate ( s ), veh/h/ln				1810	1900	1610		1725	1610	1757	1725	
Queue Service Time ( g <sub>s</sub> ), s				24.5	0.0	22.5		26.3	30.3	10.4	18.6	
Cycle Queue Clearance Time ( g <sub>c</sub> ), s				24.5	0.0	22.5		26.3	30.3	10.4	18.6	
Green Ratio ( g/C )				0.20	0.20	0.33		0.54	0.54	0.13	0.71	
Capacity ( c ), veh/h				369	388	531		2791	868	442	3653	
Volume-to-Capacity Ratio ( X )				1.107	0.000	0.663		0.598	0.656	0.717	0.489	
Back of Queue ( Q ), ft/ln ( 95 th percentile)				688.5	0	356.8		389.8	434.6	210.8	259.3	
Back of Queue ( Q ), veh/ln ( 95 th percentile)				27.5	0.0	14.3		15.6	17.4	8.4	10.4	
Queue Storage Ratio ( RQ ) ( 95 th percentile)				0.00	0.00	0.00		0.00	0.00	0.00	0.00	
Uniform Delay ( d <sub>1</sub> ), s/veh				47.8	0.0	34.5		18.8	19.7	50.4	7.9	
Incremental Delay ( d <sub>2</sub> ), s/veh				78.7	0.0	4.1		1.0	3.9	4.8	0.5	
Initial Queue Delay ( d <sub>3</sub> ), s/veh				0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Control Delay ( d ), s/veh				126.5	0.0	38.6		19.8	23.6	55.2	8.4	
Level of Service ( LOS )				F		D		B	C	E	A	
Approach Delay, s/veh / LOS	0.0			85.8		F	20.7		C	15.5		B
Intersection Delay, s/veh / LOS	28.3						C					

## Multimodal Results

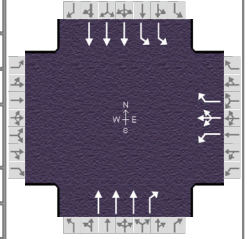
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.62		C	2.75		C	2.26		B	1.35		A
Bicycle LOS Score / LOS				1.74		B	1.72		B	1.64		B

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 14, 2021
Jurisdiction	City of Culver City	Time Period	Future with Project - PM
Urban Street	Sepulveda Boulevard	Analysis Year	2026
Intersection	Sepulveda/Green Valley	File Name	04PM - Future with
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h				431	0	277		1557	530	295	1671	

## Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	15.1	64.7	24.5	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.9	4.3	4.3	0.0	0.0	0.0		
				Red	1.0	1.0	1.2	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				30.0		70.0	20.0	90.0
Change Period, ( Y+R <sub>c</sub> ), s				5.5		5.3	4.9	5.3
Max Allow Headway ( MAH ), s				6.2		0.0	3.1	0.0
Queue Clearance Time ( g <sub>s</sub> ), s				26.5			12.4	
Green Extension Time ( g <sub>e</sub> ), s				0.0		0.0	0.2	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				1.00			1.00	

## Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14		2	12	1	6	
Adjusted Flow Rate ( $v$ ), veh/h				409	0	352		1674	570	317	1797	
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln				1810	1900	1610		1725	1610	1757	1725	
Queue Service Time ( $g_s$ ), s				24.5	0.0	22.5		26.4	30.3	10.4	18.8	
Cycle Queue Clearance Time ( $g_c$ ), s				24.5	0.0	22.5		26.4	30.3	10.4	18.8	
Green Ratio ( $g/C$ )				0.20	0.20	0.33		0.54	0.54	0.13	0.71	
Capacity ( $c$ ), veh/h				369	388	531		2791	868	442	3653	
Volume-to-Capacity Ratio ( $X$ )				1.107	0.000	0.663		0.600	0.656	0.717	0.492	
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)				688.5	0	356.8		391.3	434.6	210.8	261	
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)				27.5	0.0	14.3		15.7	17.4	8.4	10.4	
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)				0.00	0.00	0.00		0.00	0.00	0.00	0.00	
Uniform Delay ( $d_1$ ), s/veh				47.8	0.0	34.5		18.8	19.7	50.4	8.0	
Incremental Delay ( $d_2$ ), s/veh				78.7	0.0	4.1		1.0	3.9	4.8	0.5	
Initial Queue Delay ( $d_3$ ), s/veh				0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Control Delay ( $d$ ), s/veh				126.5	0.0	38.6		19.8	23.6	55.2	8.4	
Level of Service (LOS)				F		D		B	C	E	A	
Approach Delay, s/veh / LOS	0.0			85.8		F	20.8		C	15.4		B
Intersection Delay, s/veh / LOS	28.2						C					

## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.62			2.75			2.26			1.35		
Bicycle LOS Score / LOS				1.74			1.72			1.65		

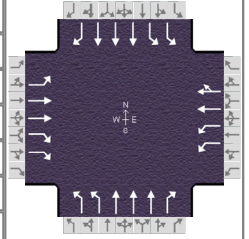


# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 8, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Existing - AM	PHF	0.97
Urban Street	Sepulveda Boulevard	Analysis Year	2021	Analysis Period	1> 7:30
Intersection	Sepulveda/Centinela	File Name	05AM - Existing.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	37	298	437	249	961	101	951	1436	359	60	671	152

## Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	16.6	16.0	15.3	15.8	27.5	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.4	4.7	3.0	3.8	5.1	0.0		
				Red	2.0	2.0	2.0	1.4	1.4	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	21.0	34.0	21.0	34.0	22.0	44.7	20.3	43.0
Change Period, ( $Y+R_c$ ), s	5.2	6.5	5.2	6.5	5.4	6.7	6.3	6.3
Max Allow Headway ( $MAH$ ), s	3.0	3.0	3.0	3.0	3.1	0.0	3.1	0.0
Queue Clearance Time ( $g_s$ ), s	4.2	16.3	10.2	29.5	18.6		3.9	
Green Extension Time ( $g_e$ ), s	0.0	3.6	0.3	0.0	0.0	0.0	1.9	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.00	0.23	0.06	1.00	1.00		0.06	

## Movement Group Results

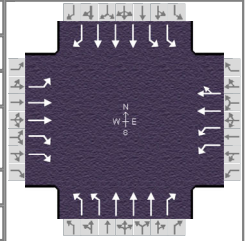
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( $v$ ), veh/h	38	307	451	257	557	538	980	1480	370	62	692	157
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	1810	1809	1425	1757	1900	1836	1757	1725	1610	1757	1725	1610
Queue Service Time ( $g_s$ ), s	2.2	8.6	14.3	8.2	27.5	27.5	16.6	32.9	24.5	1.9	12.9	9.0
Cycle Queue Clearance Time ( $g_c$ ), s	2.2	8.6	14.3	8.2	27.5	27.5	16.6	32.9	24.5	1.9	12.9	9.0
Green Ratio ( $g/C$ )	0.13	0.23	0.37	0.36	0.23	0.23	0.14	0.32	0.32	0.12	0.31	0.31
Capacity ( $c$ ), veh/h	238	829	1047	463	435	421	486	1639	510	410	1583	492
Volume-to-Capacity Ratio ( $X$ )	0.160	0.371	0.430	0.555	1.278	1.279	2.017	0.903	0.726	0.151	0.437	0.318
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)	44.8	167.6	206.4	160.9	1096.4	1066.9	1515	530.3	341.7	37.5	232.2	166.8
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)	1.8	6.7	8.3	6.4	43.9	42.7	60.6	21.2	13.7	1.5	9.3	6.7
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay ( $d_1$ ), s/veh	46.2	39.0	28.5	48.8	46.3	46.3	51.7	39.2	2.4	47.7	33.4	32.0
Incremental Delay ( $d_2$ ), s/veh	0.1	0.1	0.1	0.9	142.0	142.8	464.8	8.6	8.7	0.1	0.9	1.7
Initial Queue Delay ( $d_3$ ), 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
Control Delay ( $d$ ), s/veh	46.3	39.1	28.6	49.7	188.3	189.1	516.5	47.8	11.1	47.7	34.3	33.7
Level of Service (LOS)	D	D	C	D	F	F	F	D	B	D	C	C
Approach Delay, s/veh / LOS	33.5	C		162.3	F		205.3	F		35.1	D	
Intersection Delay, s/veh / LOS	145.9						F					

## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.85		C	2.85		C	2.46		B	2.59		C
Bicycle LOS Score / LOS	1.14		A	1.60		B	2.04		B	0.99		A

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 8, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Existing with Project - AM	PHF	0.97
Urban Street	Sepulveda Boulevard	Analysis Year	2021	Analysis Period	1> 7:30
Intersection	Sepulveda/Centinela	File Name	05AM - Existing with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	74	310	437	252	963	101	960	1436	359	60	675	152

Signal Information														
Cycle, s	120.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	16.6	16.0	15.3	15.8	27.5	0.0				
				Yellow	3.4	4.7	3.0	3.8	5.1	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	1.4	1.4	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	21.0	34.0	21.0	34.0	22.0	44.7	20.3	43.0
Change Period, ( $Y+R_c$ ), s	5.2	6.5	5.2	6.5	5.4	6.7	6.3	6.3
Max Allow Headway ( $MAH$ ), s	3.0	3.0	3.0	3.0	3.1	0.0	3.1	0.0
Queue Clearance Time ( $g_s$ ), s	6.6	16.3	10.3	29.5	18.6		3.9	
Green Extension Time ( $g_e$ ), s	0.1	3.6	0.3	0.0	0.0	0.0	1.9	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.00	0.24	0.07	1.00	1.00		0.06	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( $v$ ), veh/h	76	320	451	260	558	539	990	1480	370	62	696	157
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	1810	1809	1425	1757	1900	1836	1757	1725	1610	1757	1725	1610
Queue Service Time ( $g_s$ ), s	4.6	9.0	14.3	8.3	27.5	27.5	16.6	32.9	24.5	1.9	12.9	9.0
Cycle Queue Clearance Time ( $g_c$ ), s	4.6	9.0	14.3	8.3	27.5	27.5	16.6	32.9	24.5	1.9	12.9	9.0
Green Ratio ( $g/C$ )	0.13	0.23	0.37	0.36	0.23	0.23	0.14	0.32	0.32	0.12	0.31	0.31
Capacity ( $c$ ), veh/h	238	829	1047	463	435	421	486	1639	510	410	1583	492
Volume-to-Capacity Ratio ( $X$ )	0.320	0.385	0.430	0.561	1.281	1.281	2.036	0.903	0.726	0.151	0.440	0.318
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)	91.8	175.1	206.4	163	1101.1	1071.6	1537.3	530.3	341.7	37.5	233.6	166.8
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)	3.7	7.0	8.3	6.5	44.0	42.9	61.5	21.2	13.7	1.5	9.3	6.7
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay ( $d_1$ ), s/veh	47.2	39.1	28.5	48.9	46.3	46.3	51.7	39.2	2.4	47.7	33.4	32.0
Incremental Delay ( $d_2$ ), s/veh	0.3	0.1	0.1	1.0	143.0	143.8	473.3	8.6	8.7	0.1	0.9	1.7
Initial Queue Delay ( $d_3$ ), 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
Control Delay ( $d$ ), s/veh	47.5	39.2	28.6	49.8	189.3	190.1	525.0	47.8	11.1	47.7	34.3	33.7
Level of Service (LOS)	D	D	C	D	F	F	F	D	B	D	C	C
Approach Delay, s/veh / LOS	34.3	C		162.9	F		209.3	F		35.1	D	
Intersection Delay, s/veh / LOS	147.1						F					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.85	C		2.85	C		2.46	B		2.59	C	
Bicycle LOS Score / LOS	1.19	A		1.61	B		2.05	B		0.99	A	

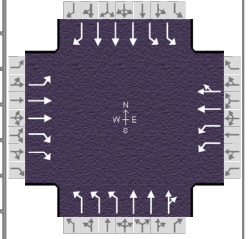


# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 14, 2021
Jurisdiction	City of Culver City	Time Period	Future - AM
Urban Street	Sepulveda Boulevard	Analysis Year	2026
Intersection	Sepulveda/Centinela	File Name	05AM - Future.xus
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	51	324	466	271	1076	106	1133	1528	402	63	725	222

## Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	16.6	16.0	15.3	15.8	27.5	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.4	4.7	3.0	3.8	5.1	0.0		
				Red	2.0	2.0	2.0	1.4	1.4	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	21.0	34.0	21.0	34.0	22.0	44.7	20.3	43.0
Change Period, ( $Y+R_c$ ), s	5.2	6.5	5.2	6.5	5.4	6.7	6.3	6.3
Max Allow Headway ( $MAH$ ), s	3.0	3.0	3.0	3.0	3.1	0.0	3.1	0.0
Queue Clearance Time ( $g_s$ ), s	5.1	17.4	11.0	29.5	18.6		4.0	
Green Extension Time ( $g_e$ ), s	0.0	3.8	0.3	0.0	0.0	0.0	2.2	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.00	0.34	0.16	1.00	1.00		0.08	

## Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( $v$ ), veh/h	53	334	480	279	618	600	1168	1370	620	65	747	229
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	1810	1809	1425	1757	1900	1840	1757	1900	1696	1757	1725	1610
Queue Service Time ( $g_s$ ), s	3.1	9.4	15.4	9.0	27.5	27.5	16.6	38.0	38.0	2.0	14.1	13.8
Cycle Queue Clearance Time ( $g_c$ ), s	3.1	9.4	15.4	9.0	27.5	27.5	16.6	38.0	38.0	2.0	14.1	13.8
Green Ratio ( $g/C$ )	0.13	0.23	0.37	0.13	0.23	0.23	0.14	0.32	0.32	0.12	0.31	0.31
Capacity ( $c$ ), veh/h	238	829	1047	463	435	422	729	1203	537	410	1583	492
Volume-to-Capacity Ratio ( $X$ )	0.221	0.403	0.459	0.604	1.420	1.423	1.602	1.138	1.155	0.158	0.472	0.465
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)	62.4	183.7	219.2	178.2	1391.1	1358.8	1017.1	1041.5	1026.8	39.4	249.6	242.7
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)	2.5	7.3	8.8	7.1	55.6	54.4	40.7	41.7	41.1	1.6	10.0	9.7
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay ( $d_1$ ), s/veh	46.6	39.3	28.9	49.1	46.3	46.3	51.7	41.0	41.0	47.7	33.8	33.7
Incremental Delay ( $d_2$ ), s/veh	0.2	0.1	0.1	1.6	202.3	203.9	277.3	72.7	89.1	0.1	1.0	3.1
Initial Queue Delay ( $d_3$ ), 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
Control Delay ( $d$ ), s/veh	46.8	39.4	29.0	50.7	248.5	250.1	329.0	113.7	130.1	47.8	34.8	36.8
Level of Service (LOS)	D	D	C	D	F	F	F	F	F	D	C	D
Approach Delay, s/veh / LOS	34.1	C		212.3	F		196.6	F		36.1	D	
Intersection Delay, s/veh / LOS	153.2						F					

## Multimodal Results

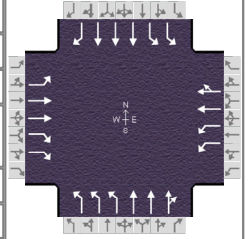
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.85	C		2.85	C		2.46	B		2.72	C	
Bicycle LOS Score / LOS	1.20	A		1.72	B		2.22	B		1.06	A	

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 14, 2021
Jurisdiction	City of Culver City	Time Period	Future with Project - AM
Urban Street	Sepulveda Boulevard	Analysis Year	2026
Intersection	Sepulveda/Centinela	File Name	05AM - Future with Project
Project Description	Sepulveda/Centinela Mixed-Use Project		










## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	88	336	466	274	1078	106	1142	1528	402	63	729	222

## Signal Information

Cycle, s	120.0	Reference Phase	2												
Offset, s	0	Reference Point	End		Green	16.6	16.0	15.3	15.8	27.5	0.0				
Uncoordinated	No	Simult. Gap E/W	On		Yellow	3.4	4.7	3.0	3.8	5.1	0.0				
Force Mode	Fixed	Simult. Gap N/S	On		Red	2.0	2.0	2.0	1.4	1.4	0.0				

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	21.0	34.0	21.0	34.0	22.0	44.7	20.3	43.0
Change Period, ( $Y+R_c$ ), s	5.2	6.5	5.2	6.5	5.4	6.7	6.3	6.3
Max Allow Headway ( $MAH$ ), s	3.0	3.0	3.0	3.0	3.1	0.0	3.1	0.0
Queue Clearance Time ( $g_s$ ), s	7.5	17.4	11.1	29.5	18.6		4.0	
Green Extension Time ( $g_e$ ), s	0.1	3.8	0.3	0.0	0.0	0.0	2.2	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.00	0.35	0.18	1.00	1.00		0.09	

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( $v$ ), veh/h	91	346	480	282	620	601	1177	1370	620	65	752	229
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	1810	1809	1425	1757	1900	1840	1757	1900	1696	1757	1725	1610
Queue Service Time ( $g_s$ ), s	5.5	9.8	15.4	9.1	27.5	27.5	16.6	38.0	38.0	2.0	14.2	13.8
Cycle Queue Clearance Time ( $g_c$ ), s	5.5	9.8	15.4	9.1	27.5	27.5	16.6	38.0	38.0	2.0	14.2	13.8
Green Ratio ( $g/C$ )	0.13	0.23	0.37	0.13	0.23	0.23	0.14	0.32	0.32	0.12	0.31	0.31
Capacity ( $c$ ), veh/h	238	829	1047	463	435	422	729	1203	537	410	1583	492
Volume-to-Capacity Ratio ( $X$ )	0.381	0.418	0.459	0.611	1.423	1.426	1.615	1.138	1.155	0.158	0.475	0.465
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)	110.2	190.7	219.2	180.4	1396.1	1363.3	1032.3	1041.5	1026.8	39.4	251	242.7
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)	4.4	7.6	8.8	7.2	55.8	54.5	41.3	41.7	41.1	1.6	10.0	9.7
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay ( $d_1$ ), s/veh	47.6	39.4	28.9	49.2	46.3	46.3	51.7	41.0	41.0	47.7	33.8	33.7
Incremental Delay ( $d_2$ ), s/veh	0.4	0.1	0.1	1.7	203.3	204.9	282.9	72.7	89.1	0.1	1.0	3.1
Initial Queue Delay ( $d_3$ ), 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
Control Delay ( $d$ ), s/veh	48.0	39.6	29.0	50.9	249.5	251.2	334.6	113.7	130.1	47.8	34.8	36.8
Level of Service (LOS)	D	D	C	D	F	F	F	F	F	D	C	D
Approach Delay, s/veh / LOS	34.9		C	212.9		F	199.0		F	36.1		D
Intersection Delay, s/veh / LOS	153.8						F					

## Multimodal Results

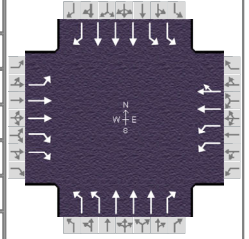
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.85		C	2.85		C	2.46		B	2.72		C
Bicycle LOS Score / LOS	1.24		A	1.73		B	2.23		B	1.06		A

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan			
Analyst	JAS	Analysis Date	Jun 8, 2021	
Jurisdiction	City of Culver City	Time Period	Existing - PM	
Urban Street	Sepulveda Boulevard	Analysis Year	2021	
Intersection	Sepulveda/Centinela	File Name	05PM - Existing.xus	
Project Description	Sepulveda/Centinela Mixed-Use Project			

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	96	708	1168	483	313	103	475	953	386	191	1718	81

## Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	16.6	16.0	15.3	15.8	27.5	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.4	4.7	3.0	3.8	5.1	0.0		
				Red	2.0	2.0	2.0	1.4	1.4	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	21.0	34.0	21.0	34.0	22.0	44.7	20.3	43.0
Change Period, ( $Y+R_c$ ), s	5.2	6.5	5.2	6.5	5.4	6.7	6.3	6.3
Max Allow Headway ( $MAH$ ), s	3.0	3.1	3.0	3.1	3.1	0.0	3.1	0.0
Queue Clearance Time ( $g_s$ ), s	8.0	29.5	17.8	14.5	18.6		8.3	
Green Extension Time ( $g_e$ ), s	0.1	0.0	0.0	5.8	0.0	0.0	3.3	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.00	1.00	1.00	0.33	1.00		0.70	

## Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( $v$ ), veh/h	99	730	1204	498	221	208	490	982	398	197	1771	84
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	1810	1809	1425	1757	1900	1740	1757	1725	1610	1757	1725	1610
Queue Service Time ( $g_s$ ), s	6.0	23.4	27.5	15.8	12.2	12.5	16.6	19.2	26.9	6.3	36.7	4.6
Cycle Queue Clearance Time ( $g_c$ ), s	6.0	23.4	27.5	15.8	12.2	12.5	16.6	19.2	26.9	6.3	36.7	4.6
Green Ratio ( $g/C$ )	0.13	0.23	0.37	0.36	0.23	0.23	0.14	0.32	0.32	0.12	0.31	0.31
Capacity ( $c$ ), veh/h	238	829	1047	463	435	399	486	1639	510	410	1583	492
Volume-to-Capacity Ratio ( $X$ )	0.415	0.880	1.150	1.076	0.508	0.521	1.007	0.599	0.780	0.480	1.119	0.170
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)	120.8	420.9	927.2	419.9	236.1	226.6	384.2	322	372.2	124.5	871.4	83.9
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)	4.8	16.8	37.1	16.8	9.4	9.1	15.4	12.9	14.9	5.0	34.9	3.4
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay ( $d_1$ ), s/veh	47.9	44.7	38.0	52.1	40.3	40.5	51.7	34.6	2.4	49.6	41.7	30.5
Incremental Delay ( $d_2$ ), s/veh	0.4	10.4	78.7	63.8	0.4	0.6	42.7	1.6	11.3	0.3	62.7	0.7
Initial Queue Delay ( $d_3$ ), 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
Control Delay ( $d$ ), s/veh	48.3	55.1	116.6	115.9	40.7	41.1	94.4	36.2	13.7	49.9	104.3	31.2
Level of Service (LOS)	D	E	F	F	D	D	F	D	B	D	F	C
Approach Delay, s/veh / LOS	91.2	F		81.2	F		46.6	D		96.1	F	
Intersection Delay, s/veh / LOS	79.2						E					

## Multimodal Results

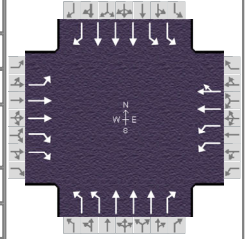
	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.85	C	2.85	C	2.46	B	2.59	C
Bicycle LOS Score / LOS	2.16	B	1.25	A	1.52	B	1.62	B

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 8, 2021
Jurisdiction	City of Culver City	Time Period	Existing with Project - PM
Urban Street	Sepulveda Boulevard	Analysis Year	2021
Intersection	Sepulveda/Centinela	File Name	05PM - Existing w
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	111	713	1168	488	317	103	495	953	386	191	1727	81

## Signal Information

Cycle, s	120.0	Reference Phase	2				
Offset, s	0	Reference Point	End				
Uncoordinated	No	Simult. Gap E/W	On				
Force Mode	Fixed	Simult. Gap N/S	On				
Green	16.6	16.0	15.3	15.8	27.5	0.0	
Yellow	3.4	4.7	3.0	3.8	5.1	0.0	
Red	2.0	2.0	2.0	1.4	1.4	0.0	

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	21.0	34.0	21.0	34.0	22.0	44.7	20.3	43.0
Change Period, ( $Y+R_c$ ), s	5.2	6.5	5.2	6.5	5.4	6.7	6.3	6.3
Max Allow Headway ( $MAH$ ), s	3.0	3.1	3.0	3.1	3.1	0.0	3.1	0.0
Queue Clearance Time ( $g_s$ ), s	9.0	29.5	17.8	14.7	18.6		8.3	
Green Extension Time ( $g_e$ ), s	0.1	0.0	0.0	5.8	0.0	0.0	3.3	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.01	1.00	1.00	0.34	1.00		0.70	

## Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( $v$ ), veh/h	114	735	1204	503	223	210	510	982	398	197	1780	84
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	1810	1809	1425	1757	1900	1741	1757	1725	1610	1757	1725	1610
Queue Service Time ( $g_s$ ), s	7.0	23.6	27.5	15.8	12.3	12.7	16.6	19.2	26.9	6.3	36.7	4.6
Cycle Queue Clearance Time ( $g_c$ ), s	7.0	23.6	27.5	15.8	12.3	12.7	16.6	19.2	26.9	6.3	36.7	4.6
Green Ratio ( $g/C$ )	0.13	0.23	0.37	0.13	0.23	0.23	0.14	0.32	0.32	0.12	0.31	0.31
Capacity ( $c$ ), veh/h	238	829	1047	463	435	399	486	1639	510	410	1583	492
Volume-to-Capacity Ratio ( $X$ )	0.480	0.887	1.150	1.087	0.512	0.526	1.050	0.599	0.780	0.480	1.125	0.170
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)	141.1	425.6	927.2	429.4	238.5	228.7	417.1	322	372.2	124.5	884.9	83.9
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)	5.6	17.0	37.1	17.2	9.5	9.1	16.7	12.9	14.9	5.0	35.4	3.4
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay ( $d_1$ ), s/veh	48.3	44.7	38.0	52.1	40.4	40.5	51.7	34.6	2.4	49.6	41.7	30.5
Incremental Delay ( $d_2$ ), s/veh	0.6	11.0	78.7	67.5	0.4	0.6	54.5	1.6	11.3	0.3	65.0	0.7
Initial Queue Delay ( $d_3$ ), 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
Control Delay ( $d$ ), s/veh	48.9	55.8	116.6	119.6	40.8	41.2	106.2	36.2	13.7	49.9	106.7	31.2
Level of Service (LOS)	D	E	F	F	D	D	F	D	B	D	F	C
Approach Delay, s/veh / LOS	91.1	F		83.2	F		50.4	D		98.2	F	
Intersection Delay, s/veh / LOS	81.0						F					

## Multimodal Results

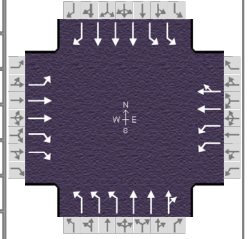
	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.85	C	2.85	C	2.46	B	2.59	C
Bicycle LOS Score / LOS	2.18	B	1.26	A	1.53	B	1.62	B

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 14, 2021
Jurisdiction	City of Culver City	Time Period	Future - PM
Urban Street	Sepulveda Boulevard	Analysis Year	2026
Intersection	Sepulveda/Centinela	File Name	05PM - Future.xus
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	160	810	1380	533	343	108	529	1026	414	201	1843	101

## Signal Information

Cycle, s	120.0	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	No	Simult. Gap E/W	On							
Force Mode	Fixed	Simult. Gap N/S	On							
Green	16.6	16.0	15.3	15.8	27.5	0.0	1	2	3	4
Yellow	3.4	4.7	3.0	3.8	5.1	0.0	5	6	7	8
Red	2.0	2.0	2.0	1.4	1.4	0.0				

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	21.0	34.0	21.0	34.0	22.0	44.7	20.3	43.0
Change Period, ( $Y+R_c$ ), s	5.2	6.5	5.2	6.5	5.4	6.7	6.3	6.3
Max Allow Headway ( $MAH$ ), s	3.0	3.1	3.0	3.1	3.1	0.0	3.1	0.0
Queue Clearance Time ( $g_s$ ), s	12.5	29.5	17.8	15.7	13.9		8.6	
Green Extension Time ( $g_e$ ), s	0.1	0.0	0.0	6.6	0.5	0.0	3.4	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.69	1.00	1.00	0.49	1.00		0.76	

## Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( $v$ ), veh/h	165	835	1423	549	240	225	545	1041	444	207	1900	104
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	1810	1809	1425	1757	1900	1745	1757	1900	1620	1757	1725	1610
Queue Service Time ( $g_s$ ), s	10.5	27.5	27.5	15.8	13.4	13.7	11.9	30.9	30.9	6.6	36.7	5.8
Cycle Queue Clearance Time ( $g_c$ ), s	10.5	27.5	27.5	15.8	13.4	13.7	11.9	30.9	30.9	6.6	36.7	5.8
Green Ratio ( $g/C$ )	0.13	0.23	0.37	0.13	0.23	0.23	0.46	0.32	0.32	0.12	0.31	0.31
Capacity ( $c$ ), veh/h	238	829	1047	463	435	400	729	1203	513	410	1583	492
Volume-to-Capacity Ratio ( $X$ )	0.692	1.007	1.358	1.188	0.551	0.563	0.748	0.865	0.865	0.505	1.200	0.211
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)	219.1	557.3	1434	523.5	256.4	245.4	231.9	549	518.7	131.6	1066.9	106.2
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)	8.8	22.3	57.4	20.9	10.3	9.8	9.3	22.0	20.7	5.3	42.7	4.2
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay ( $d_1$ ), s/veh	49.8	46.3	38.0	52.1	40.8	40.9	49.7	38.6	38.6	49.8	41.7	30.9
Incremental Delay ( $d_2$ ), s/veh	7.0	33.0	167.5	104.3	0.9	1.1	3.8	8.4	17.5	0.4	96.5	1.0
Initial Queue Delay ( $d_3$ ), 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
Control Delay ( $d$ ), s/veh	56.8	79.3	205.5	156.4	41.7	42.1	53.5	47.0	56.1	50.2	138.2	31.9
Level of Service (LOS)	E	F	F	F	D	D	D	D	E	D	F	C
Approach Delay, s/veh / LOS	151.9	F		103.9	F		50.7	D		124.9	F	
Intersection Delay, s/veh / LOS	111.0						F					

## Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.85	C	2.85	C	2.46	B	2.72	C
Bicycle LOS Score / LOS	2.49	B	1.32	A	1.60	B	1.70	B

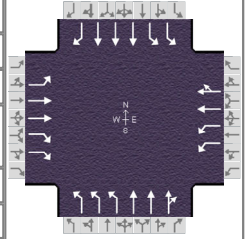


# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 14, 2021
Jurisdiction	City of Culver City	Time Period	Future with Project - PM
Urban Street	Sepulveda Boulevard	Analysis Year	2026
Intersection	Sepulveda/Centinela	File Name	05PM - Future with
Project Description	Sepulveda/Centinela Mixed-Use Project		



## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	175	815	1380	538	347	108	549	1026	414	201	1852	101

## Signal Information

Cycle, s	120.0	Reference Phase	2											
Offset, s	0	Reference Point	End	Green	16.6	16.0	15.3	15.8	27.5	0.0				
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.4	4.7	3.0	3.8	5.1	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	1.4	1.4	0.0				

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	21.0	34.0	21.0	34.0	22.0	44.7	20.3	43.0
Change Period, ( $Y+R_c$ ), s	5.2	6.5	5.2	6.5	5.4	6.7	6.3	6.3
Max Allow Headway ( $MAH$ ), s	3.0	3.1	3.0	3.1	3.1	0.0	3.1	0.0
Queue Clearance Time ( $g_s$ ), s	13.5	29.5	17.8	15.8	14.4		8.6	
Green Extension Time ( $g_e$ ), s	0.1	0.0	0.0	6.5	0.4	0.0	3.4	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	1.00	1.00	0.50	1.00		0.77	

## Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate ( $v$ ), veh/h	180	840	1423	555	242	227	566	1041	444	207	1909	104
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	1810	1809	1425	1757	1900	1746	1757	1900	1620	1757	1725	1610
Queue Service Time ( $g_s$ ), s	11.5	27.5	27.5	15.8	13.5	13.8	12.4	30.9	30.9	6.6	36.7	5.8
Cycle Queue Clearance Time ( $g_c$ ), s	11.5	27.5	27.5	15.8	13.5	13.8	12.4	30.9	30.9	6.6	36.7	5.8
Green Ratio ( $g/C$ )	0.13	0.23	0.37	0.13	0.23	0.23	0.46	0.32	0.32	0.12	0.31	0.31
Capacity ( $c$ ), veh/h	238	829	1047	463	435	400	729	1203	513	410	1583	492
Volume-to-Capacity Ratio ( $X$ )	0.757	1.013	1.358	1.199	0.555	0.568	0.776	0.865	0.865	0.505	1.206	0.211
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)	246.1	564.9	1434	534.7	258.7	247.4	241.5	549	518.7	131.6	1081.5	106.2
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)	9.8	22.6	57.4	21.4	10.3	9.9	9.7	22.0	20.7	5.3	43.3	4.2
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay ( $d_1$ ), s/veh	50.3	46.3	38.0	52.1	40.9	41.0	49.9	38.6	38.6	49.8	41.7	30.9
Incremental Delay ( $d_2$ ), s/veh	11.8	34.6	167.5	108.7	0.9	1.2	4.8	8.4	17.5	0.4	99.0	1.0
Initial Queue Delay ( $d_3$ ), 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
Control Delay ( $d$ ), s/veh	62.0	80.9	205.5	160.8	41.8	42.2	54.7	47.0	56.1	50.2	140.7	31.9
Level of Service (LOS)	E	F	F	F	D	D	D	D	E	D	F	C
Approach Delay, s/veh / LOS	152.0	F		106.4	F		51.1	D		127.1	F	
Intersection Delay, s/veh / LOS	112.1						F					

## Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.85	C	2.85	C	2.46	B	2.72	C
Bicycle LOS Score / LOS	2.50	C	1.33	A	1.62	B	1.71	B

# HCS7 Two-Way Stop-Control Report

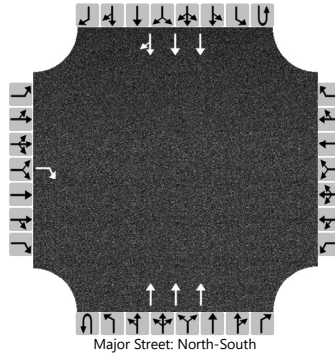
## General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/8/2021
Analysis Year	2021
Time Analyzed	Existing - AM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

## Site Information

Intersection	Sepulveda/Sepulveda Dwy
Jurisdiction	City of Los Angeles
East/West Street	Sepulveda Boulevard Dwy
North/South Street	Sepulveda Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	3	0	0	0	3	0
Configuration				R							T				T	TR
Volume (veh/h)				11							2746				1347	10
Percent Heavy Vehicles (%)				3												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.16												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.93												

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				12												
Capacity, c (veh/h)				308												
v/c Ratio				0.04												
95% Queue Length, Q <sub>95</sub> (veh)				0.1												
Control Delay (s/veh)				17.2												
Level of Service (LOS)				C												
Approach Delay (s/veh)	17.2															
Approach LOS	C															



# HCS7 Two-Way Stop-Control Report

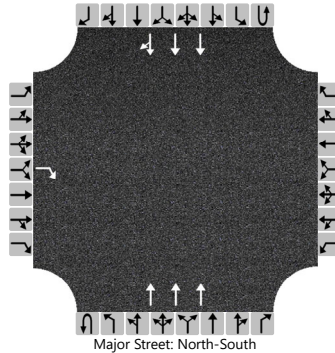
## General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/8/2021
Analysis Year	2021
Time Analyzed	Existing + Project - AM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

## Site Information

Intersection	Sepulveda/Sepulveda Dwy
Jurisdiction	City of Los Angeles
East/West Street	Sepulveda Boulevard Dwy
North/South Street	Sepulveda Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	3	0	0	0	3	0
Configuration				R							T				T	TR
Volume (veh/h)				38							2755				1347	17
Percent Heavy Vehicles (%)				3												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.16												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.93												

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				41												
Capacity, c (veh/h)				306												
v/c Ratio				0.14												
95% Queue Length, Q <sub>95</sub> (veh)				0.5												
Control Delay (s/veh)				18.6												
Level of Service (LOS)				C												
Approach Delay (s/veh)	18.6															
Approach LOS	C															

# HCS7 Two-Way Stop-Control Report

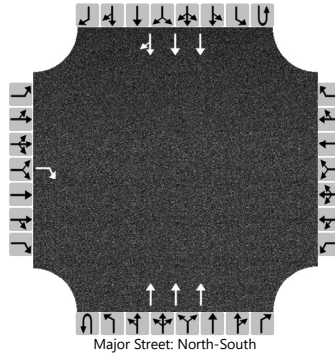
## General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/14/2021
Analysis Year	2026
Time Analyzed	Future - AM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

## Site Information

Intersection	Sepulveda/Sepulveda Dwy
Jurisdiction	City of Los Angeles
East/West Street	Sepulveda Boulevard Dwy
North/South Street	Sepulveda Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	3	0	0	0	3	0
Configuration				R							T				T	TR
Volume (veh/h)				12							3069				1451	11
Percent Heavy Vehicles (%)				3												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.16												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.93												

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				13												
Capacity, c (veh/h)				282												
v/c Ratio				0.05												
95% Queue Length, Q <sub>95</sub> (veh)				0.1												
Control Delay (s/veh)				18.4												
Level of Service (LOS)				C												
Approach Delay (s/veh)	18.4															
Approach LOS	C															

# HCS7 Two-Way Stop-Control Report

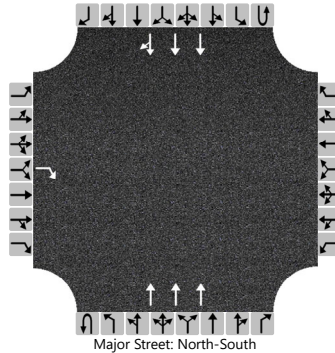
## General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/14/2021
Analysis Year	2026
Time Analyzed	Future + Project - AM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

## Site Information

Intersection	Sepulveda/Sepulveda Dwy
Jurisdiction	City of Los Angeles
East/West Street	Sepulveda Boulevard Dwy
North/South Street	Sepulveda Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	3	0	0	0	3	0
Configuration				R							T				T	TR
Volume (veh/h)				39							3078				1451	18
Percent Heavy Vehicles (%)				3												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.16												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.93												

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				42												
Capacity, c (veh/h)				280												
v/c Ratio				0.15												
95% Queue Length, Q <sub>95</sub> (veh)				0.5												
Control Delay (s/veh)				20.1												
Level of Service (LOS)				C												
Approach Delay (s/veh)	20.1															
Approach LOS	C															

# HCS7 Two-Way Stop-Control Report

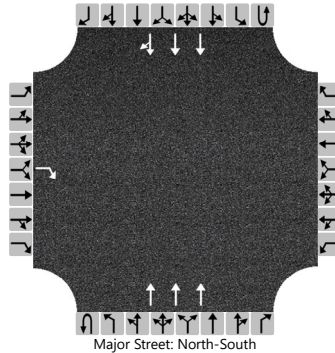
## General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/8/2021
Analysis Year	2021
Time Analyzed	Existing - PM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

## Site Information

Intersection	Sepulveda/Sepulveda Dwy
Jurisdiction	City of Los Angeles
East/West Street	Sepulveda Boulevard Dwy
North/South Street	Sepulveda Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	3	0	0	0	3	0
Configuration				R							T				T	TR
Volume (veh/h)				15							1814				3355	14
Percent Heavy Vehicles (%)				3												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.16												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.93												

## Delay, Queue Length, and Level of Service

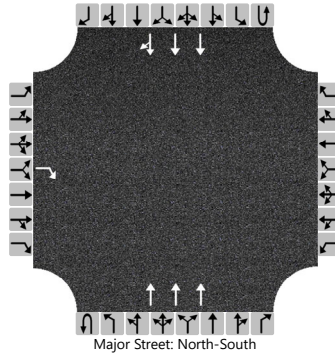
Flow Rate, v (veh/h)				16												
Capacity, c (veh/h)				56												
v/c Ratio				0.29												
95% Queue Length, Q <sub>95</sub> (veh)				1.0												
Control Delay (s/veh)				94.9												
Level of Service (LOS)				F												
Approach Delay (s/veh)	94.9															
Approach LOS	F															

# HCS7 Two-Way Stop-Control Report

## General Information

Analyst	JAS	Intersection	Sepulveda/Sepulveda Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	6/8/2021	East/West Street	Sepulveda Boulevard Dwy
Analysis Year	2021	North/South Street	Sepulveda Boulevard
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	3	0	0	0	3	0
Configuration				R							T				T	TR
Volume (veh/h)				26							1834				3355	29
Percent Heavy Vehicles (%)				3												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.16												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.93												

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				28												
Capacity, c (veh/h)				55												
v/c Ratio				0.52												
95% Queue Length, Q <sub>95</sub> (veh)				2.0												
Control Delay (s/veh)				126.5												
Level of Service (LOS)				F												
Approach Delay (s/veh)	126.5															
Approach LOS	F															

# HCS7 Two-Way Stop-Control Report

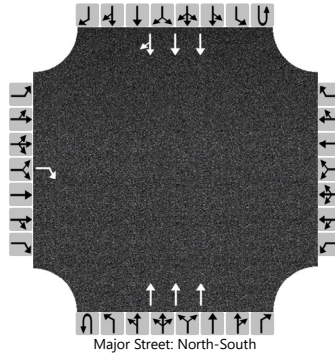
## General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/14/2021
Analysis Year	2026
Time Analyzed	Future - PM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

## Site Information

Intersection	Sepulveda/Sepulveda Dwy
Jurisdiction	City of Los Angeles
East/West Street	Sepulveda Boulevard Dwy
North/South Street	Sepulveda Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	3	0	0	0	3	0
Configuration				R							T				T	TR
Volume (veh/h)				16							1956				3740	15
Percent Heavy Vehicles (%)				3												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.16												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.93												

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				17												
Capacity, c (veh/h)				39												
v/c Ratio				0.44												
95% Queue Length, Q <sub>95</sub> (veh)				1.5												
Control Delay (s/veh)				154.4												
Level of Service (LOS)				F												
Approach Delay (s/veh)	154.4															
Approach LOS	F															

# HCS7 Two-Way Stop-Control Report

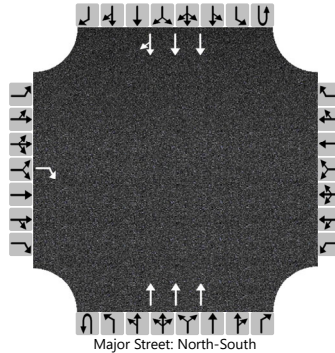
## General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	6/14/2021
Analysis Year	2026
Time Analyzed	Future + Project - PM
Intersection Orientation	North-South
Project Description	Sepulveda/Centinela Mixed-Use Project

## Site Information

Intersection	Sepulveda/Sepulveda Dwy
Jurisdiction	City of Los Angeles
East/West Street	Sepulveda Boulevard Dwy
North/South Street	Sepulveda Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	3	0	0	0	3	0
Configuration				R							T				T	TR
Volume (veh/h)				27							1976				3740	30
Percent Heavy Vehicles (%)				3												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)				7.1												
Critical Headway (sec)				7.16												
Base Follow-Up Headway (sec)				3.9												
Follow-Up Headway (sec)				3.93												

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				29												
Capacity, c (veh/h)				39												
v/c Ratio				0.75												
95% Queue Length, Q <sub>95</sub> (veh)				2.8												
Control Delay (s/veh)				227.2												
Level of Service (LOS)				F												
Approach Delay (s/veh)	227.2															
Approach LOS	F															

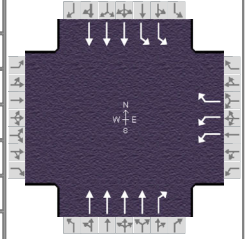


# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan			
Analyst	JAS	Analysis Date	Jun 8, 2021	
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	
Urban Street	Sepulveda Boulevard	Analysis Year	2021	
Intersection	Sepulveda/Center	File Name	07AM - Existing.xus	
Project Description	Sepulveda/Centinela Mixed-Use Project			

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h				21		185		2888	137	337	1270	

## Signal Information

Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	5.0	44.0	24.6	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.2	4.3	3.6	0.0	0.0	0.0		
				Red	1.8	1.7	1.8	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		2	1	6
Case Number				9.0		7.3	1.0	4.0
Phase Duration, s				30.0		50.0	10.0	60.0
Change Period, ( Y+R <sub>c</sub> ), s				5.4		6.0	5.0	6.0
Max Allow Headway ( MAH ), s				3.3		0.0	3.0	0.0
Queue Clearance Time ( g <sub>s</sub> ), s				10.1			6.3	
Green Extension Time ( g <sub>e</sub> ), s				0.4		0.0	0.0	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.00			1.00	

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14	2	12		1	6	
Adjusted Flow Rate ( v ), veh/h				22		191	2977	141		347	1309	
Adjusted Saturation Flow Rate ( s ), veh/h/ln				1757		1610	1725	1610		1757	1725	
Queue Service Time ( g <sub>s</sub> ), s				0.4		8.1	34.9	2.1		4.3	12.2	
Cycle Queue Clearance Time ( g <sub>c</sub> ), s				0.4		8.1	34.9	2.1		4.3	12.2	
Green Ratio ( g/C )				0.27		0.33	0.49	0.76		0.57	0.60	
Capacity ( c ), veh/h				961		530	3374	1227		372	3105	
Volume-to-Capacity Ratio ( X )				0.023		0.360	0.883	0.115		0.934	0.422	
Back of Queue ( Q ), ft/ln ( 95 th percentile)				7.4		134	470.7	66.8		141.8	174.6	
Back of Queue ( Q ), veh/ln ( 95 th percentile)				0.3		5.4	18.8	2.7		5.7	7.0	
Queue Storage Ratio ( RQ ) ( 95 th percentile)				0.00		0.00	0.00	0.00		0.00	0.00	
Uniform Delay ( d <sub>1</sub> ), s/veh				23.9		23.0	20.7	2.8		21.0	9.6	
Incremental Delay ( d <sub>2</sub> ), s/veh				0.0		0.2	3.7	0.2		30.0	0.4	
Initial Queue Delay ( d <sub>3</sub> ), s/veh				0.0		0.0	0.0	0.0		0.0	0.0	
Control Delay ( d ), s/veh				23.9		23.1	24.4	3.0		51.0	10.1	
Level of Service ( LOS )				C		C	C	A		D	B	
Approach Delay, s/veh / LOS	0.0			23.2		C	23.4		C	18.7		B
Intersection Delay, s/veh / LOS	21.8						C					

## Multimodal Results

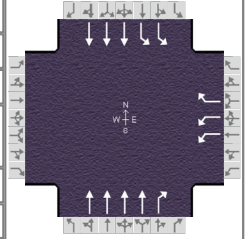
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.74		C	2.85		C	2.30		B	0.68		A
Bicycle LOS Score / LOS						F	1.77		B	1.40		A

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 8, 2021
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - AM
Urban Street	Sepulveda Boulevard	Analysis Year	2021
Intersection	Sepulveda/Center	File Name	07AM - Existing w
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h				21		188		2895	137	345	1289	

## Signal Information

Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	5.0	44.0	24.6	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.2	4.3	3.6	0.0	0.0	0.0		
				Red	1.8	1.7	1.8	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		2	1	6
Case Number				9.0		7.3	1.0	4.0
Phase Duration, s				30.0		50.0	10.0	60.0
Change Period, ( Y+R <sub>c</sub> ), s				5.4		6.0	5.0	6.0
Max Allow Headway ( MAH ), s				3.3		0.0	3.0	0.0
Queue Clearance Time ( g <sub>s</sub> ), s				10.3			6.5	
Green Extension Time ( g <sub>e</sub> ), s				0.4		0.0	0.0	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.00			1.00	

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14		2	12	1	6	
Adjusted Flow Rate ( v ), veh/h				22		194		2985	141	356	1329	
Adjusted Saturation Flow Rate ( s ), veh/h/ln				1757		1610		1725	1610	1757	1725	
Queue Service Time ( g <sub>s</sub> ), s				0.4		8.3		35.1	2.1	4.5	12.4	
Cycle Queue Clearance Time ( g <sub>c</sub> ), s				0.4		8.3		35.1	2.1	4.5	12.4	
Green Ratio ( g/C )				0.27		0.33		0.49	0.76	0.57	0.60	
Capacity ( c ), veh/h				961		530		3374	1227	371	3105	
Volume-to-Capacity Ratio ( X )				0.023		0.366		0.885	0.115	0.957	0.428	
Back of Queue ( Q ), ft/ln ( 95 th percentile)				7.4		136.5		472.7	66.8	155.8	178.4	
Back of Queue ( Q ), veh/ln ( 95 th percentile)				0.3		5.5		18.9	2.7	6.2	7.1	
Queue Storage Ratio ( RQ ) ( 95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay ( d <sub>1</sub> ), s/veh				23.9		23.0		20.7	2.8	21.6	9.7	
Incremental Delay ( d <sub>2</sub> ), s/veh				0.0		0.2		3.8	0.2	35.3	0.4	
Initial Queue Delay ( d <sub>3</sub> ), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay ( d ), s/veh				23.9		23.2		24.5	3.0	56.9	10.1	
Level of Service ( LOS )				C		C		C	A	E	B	
Approach Delay, s/veh / LOS	0.0			23.3		C		23.6		C	20.0	
Intersection Delay, s/veh / LOS				22.4						C		

## Multimodal Results

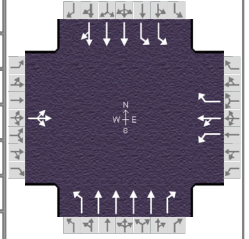
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.74		C	2.85		C	2.30		B	0.68		A
Bicycle LOS Score / LOS						F	1.78		B	1.41		A

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 14, 2021
Jurisdiction	City of Los Angeles	Time Period	Future - AM
Urban Street	Sepulveda Boulevard	Analysis Year	2026
Intersection	Sepulveda/Center	File Name	07AM - Future.xus
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	34	6	15	22	2	228	5	3144	144	388	1427	5

## Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	0.8	10.3	60.1	17.0	5.0	0.0		
				Yellow	3.2	3.2	4.3	3.6	3.6	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.8	1.8	1.7	1.8	1.8	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	5	2	1	6
Case Number		12.0		9.0	2.0	3.0	2.0	4.0
Phase Duration, s		10.4		22.4	5.8	66.1	21.1	81.4
Change Period, ( $Y+R_c$ ), s		5.4		5.4	5.0	6.0	5.0	6.0
Max Allow Headway ( $MAH$ ), s		3.2		3.3	3.0	0.0	3.0	0.0
Queue Clearance Time ( $g_s$ ), s		5.8		16.9	2.3		15.3	
Green Extension Time ( $g_e$ ), s		0.1		0.2	0.0	0.0	0.7	0.0
Phase Call Probability		0.85		1.00	0.16		1.00	
Max Out Probability		0.00		1.00	0.00		0.00	

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate ( $v$ ), veh/h		57		15	10	235	5	3241	148	400	985	491
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln		1759		1810	1829	1610	1810	1725	1610	1757	1900	1896
Queue Service Time ( $g_s$ ), s		3.8		0.9	0.5	14.9	0.3	53.1	4.4	13.3	15.6	15.6
Cycle Queue Clearance Time ( $g_c$ ), s		3.8		0.9	0.5	14.9	0.3	53.1	4.4	13.3	15.6	15.6
Green Ratio ( $g/C$ )		0.04		0.14	0.14	0.28	0.01	0.50	0.64	0.13	0.63	0.63
Capacity ( $c$ ), veh/h		73		257	259	444	12	3456	1035	471	2387	1192
Volume-to-Capacity Ratio ( $X$ )		0.773		0.059	0.037	0.529	0.433	0.938	0.143	0.849	0.412	0.412
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)		81.8		17.7	11.1	244.7	8.2	729.6	99.9	244.7	252.3	257.8
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)		3.3		0.7	0.4	9.8	0.3	29.2	4.0	9.8	10.1	10.3
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)		0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay ( $d_1$ ), s/veh		56.9		44.6	44.4	36.8	59.4	28.2	8.4	50.8	11.2	11.2
Incremental Delay ( $d_2$ ), s/veh		6.3		0.0	0.0	0.4	8.9	6.4	0.3	1.8	0.5	1.1
Initial Queue Delay ( $d_3$ ), s/veh		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( $d$ ), s/veh		63.3		44.6	44.4	37.2	68.3	34.6	8.7	52.5	11.7	12.2
Level of Service (LOS)		E		D	D	D	E	C	A	D	B	B
Approach Delay, s/veh / LOS	63.3	E		37.9	D		33.5	C		20.6	C	
Intersection Delay, s/veh / LOS	29.7						C					

## Multimodal Results

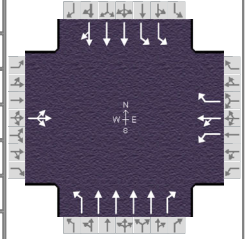
	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.87	C	2.86	C	2.31	B	1.66	B
Bicycle LOS Score / LOS	0.58	A	0.92	A	1.89	B	1.52	B

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 14, 2021
Jurisdiction	City of Los Angeles	Time Period	Future - AM
Urban Street	Sepulveda Boulevard	Analysis Year	2026
Intersection	Sepulveda/Center	File Name	07AM - Future with
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	34	6	15	22	2	231	5	3151	144	396	1446	5

## Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	0.8	10.6	59.7	17.2	5.0	0.0		
				Yellow	3.2	3.2	4.3	3.6	3.6	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.8	1.8	1.7	1.8	1.8	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	5	2	1	6
Case Number		12.0		9.0	2.0	3.0	2.0	4.0
Phase Duration, s		10.4		22.6	5.8	65.7	21.4	81.2
Change Period, ( $Y+R_c$ ), s		5.4		5.4	5.0	6.0	5.0	6.0
Max Allow Headway ( $MAH$ ), s		3.2		3.3	3.0	0.0	3.0	0.0
Queue Clearance Time ( $g_s$ ), s		5.8		17.0	2.3		15.6	
Green Extension Time ( $g_e$ ), s		0.1		0.2	0.0	0.0	0.8	0.0
Phase Call Probability		0.85		1.00	0.16		1.00	
Max Out Probability		0.00		1.00	0.00		0.00	

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate ( $v$ ), veh/h		57		15	10	238	5	3248	148	408	998	498
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln		1759		1810	1829	1610	1810	1725	1610	1757	1900	1896
Queue Service Time ( $g_s$ ), s		3.8		0.9	0.5	15.0	0.3	53.7	4.4	13.6	15.9	15.9
Cycle Queue Clearance Time ( $g_c$ ), s		3.8		0.9	0.5	15.0	0.3	53.7	4.4	13.6	15.9	15.9
Green Ratio ( $g/C$ )		0.04		0.14	0.14	0.28	0.01	0.50	0.64	0.14	0.63	0.63
Capacity ( $c$ ), veh/h		73		259	262	450	12	3431	1031	479	2383	1189
Volume-to-Capacity Ratio ( $X$ )		0.773		0.059	0.036	0.529	0.433	0.947	0.144	0.852	0.419	0.419
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)		81.8		17.7	11.1	246.5	8.2	742	100.8	249.6	256	262
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)		3.3		0.7	0.4	9.9	0.3	29.7	4.0	10.0	10.2	10.5
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)		0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay ( $d_1$ ), s/veh		56.9		44.4	44.3	36.6	59.4	28.7	8.6	50.6	11.3	11.3
Incremental Delay ( $d_2$ ), s/veh		6.3		0.0	0.0	0.4	8.9	7.2	0.3	2.3	0.5	1.1
Initial Queue Delay ( $d_3$ ), s/veh		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( $d$ ), s/veh		63.3		44.5	44.3	36.9	68.3	35.8	8.8	52.9	11.9	12.4
Level of Service (LOS)		E		D	D	D	E	D	A	D	B	B
Approach Delay, s/veh / LOS	63.3	E		37.6	D		34.7	C		20.8	C	
Intersection Delay, s/veh / LOS	30.4						C					

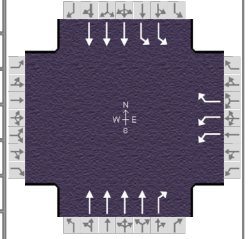
## Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.87	C	2.86	C	2.31	B	1.66	B
Bicycle LOS Score / LOS	0.58	A	0.92	A	1.89	B	1.53	B

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan			
Analyst	JAS	Analysis Date	Jun 8, 2021	
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	
Urban Street	Sepulveda Boulevard	Analysis Year	2021	
Intersection	Sepulveda/Center	File Name	07PM - Existing.xus	
Project Description	Sepulveda/Centinela Mixed-Use Project			



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h				185		337		1398	86	354	2929	

## Signal Information

Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	5.0	44.0	24.6	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.2	4.3	3.6	0.0	0.0	0.0		
				Red	1.8	1.7	1.8	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		2	1	6
Case Number				9.0		7.3	1.0	4.0
Phase Duration, s				30.0		50.0	10.0	60.0
Change Period, ( Y+R <sub>c</sub> ), s				5.4		6.0	5.0	6.0
Max Allow Headway ( MAH ), s				3.3		0.0	3.0	0.0
Queue Clearance Time ( g <sub>s</sub> ), s				18.4			6.5	
Green Extension Time ( g <sub>e</sub> ), s				0.8		0.0	0.0	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.20			1.00	

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14	2	12		1	6	
Adjusted Flow Rate ( v ), veh/h				189		344	1427	88		361	2989	
Adjusted Saturation Flow Rate ( s ), veh/h/ln				1757		1610	1725	1610		1757	1725	
Queue Service Time ( g <sub>s</sub> ), s				3.7		16.4	12.0	1.2		4.5	49.2	
Cycle Queue Clearance Time ( g <sub>c</sub> ), s				3.7		16.4	12.0	1.2		4.5	49.2	
Green Ratio ( g/C )				0.27		0.33	0.49	0.76		0.57	0.60	
Capacity ( c ), veh/h				961		530	3374	1227		627	3105	
Volume-to-Capacity Ratio ( X )				0.197		0.649	0.423	0.072		0.576	0.962	
Back of Queue ( Q ), ft/ln ( 95 th percentile)				67.7		260.2	190.2	40.2		68.6	621.8	
Back of Queue ( Q ), veh/ln ( 95 th percentile)				2.7		10.4	7.6	1.6		2.7	24.9	
Queue Storage Ratio ( RQ ) ( 95 th percentile)				0.00		0.00	0.00	0.00		0.00	0.00	
Uniform Delay ( d <sub>1</sub> ), s/veh				25.1		25.8	14.8	2.7		11.5	17.0	
Incremental Delay ( d <sub>2</sub> ), s/veh				0.0		2.2	0.4	0.1		0.9	9.5	
Initial Queue Delay ( d <sub>3</sub> ), s/veh				0.0		0.0	0.0	0.0		0.0	0.0	
Control Delay ( d ), s/veh				25.1		28.0	15.2	2.8		12.3	26.5	
Level of Service ( LOS )				C		C	B	A		B	C	
Approach Delay, s/veh / LOS	0.0			27.0		C	14.5	B		25.0		C
Intersection Delay, s/veh / LOS	22.3						C					

## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.74		C	2.85		C	2.30		B	0.68		A
Bicycle LOS Score / LOS						F	1.11		A	2.33		B

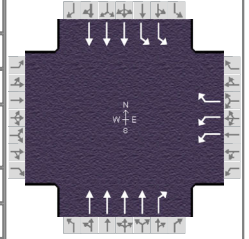


# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 8, 2021
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - PM
Urban Street	Sepulveda Boulevard	Analysis Year	2021
Intersection	Sepulveda/Center	File Name	07PM - Existing w
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h				185		342		1413	86	357	2937	

## Signal Information

Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	5.0	44.0	24.6	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.2	4.3	3.6	0.0	0.0	0.0		
				Red	1.8	1.7	1.8	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		2	1	6
Case Number				9.0		7.3	1.0	4.0
Phase Duration, s				30.0		50.0	10.0	60.0
Change Period, ( Y+R <sub>c</sub> ), s				5.4		6.0	5.0	6.0
Max Allow Headway ( MAH ), s				3.3		0.0	3.0	0.0
Queue Clearance Time ( g <sub>s</sub> ), s				18.7			6.5	
Green Extension Time ( g <sub>e</sub> ), s				0.8		0.0	0.0	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.24			1.00	

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14	2	12		1	6	
Adjusted Flow Rate ( v ), veh/h				189		349	1442	88		364	2997	
Adjusted Saturation Flow Rate ( s ), veh/h/ln				1757		1610	1725	1610		1757	1725	
Queue Service Time ( g <sub>s</sub> ), s				3.7		16.7	12.1	1.2		4.5	49.5	
Cycle Queue Clearance Time ( g <sub>c</sub> ), s				3.7		16.7	12.1	1.2		4.5	49.5	
Green Ratio ( g/C )				0.27		0.33	0.49	0.76		0.57	0.60	
Capacity ( c ), veh/h				961		530	3374	1227		621	3105	
Volume-to-Capacity Ratio ( X )				0.197		0.659	0.427	0.072		0.586	0.965	
Back of Queue ( Q ), ft/ln ( 95 th percentile)				67.7		265.1	192.1	40.2		69.8	626.8	
Back of Queue ( Q ), veh/ln ( 95 th percentile)				2.7		10.6	7.7	1.6		2.8	25.1	
Queue Storage Ratio ( RQ ) ( 95 th percentile)				0.00		0.00	0.00	0.00		0.00	0.00	
Uniform Delay ( d <sub>1</sub> ), s/veh				25.1		25.9	14.9	2.7		11.6	17.1	
Incremental Delay ( d <sub>2</sub> ), s/veh				0.0		2.4	0.4	0.1		1.0	9.8	
Initial Queue Delay ( d <sub>3</sub> ), s/veh				0.0		0.0	0.0	0.0		0.0	0.0	
Control Delay ( d ), s/veh				25.1		28.3	15.3	2.8		12.6	27.0	
Level of Service ( LOS )				C		C	B	A		B	C	
Approach Delay, s/veh / LOS	0.0			27.2		C	14.5	B		25.4		C
Intersection Delay, s/veh / LOS	22.5						C					

## Multimodal Results

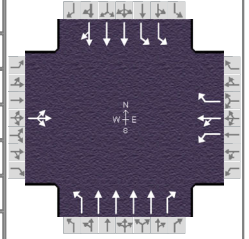
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.74		C	2.85		C	2.30		B	0.68		A
Bicycle LOS Score / LOS						F	1.12		A	2.34		B

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 14, 2021
Jurisdiction	City of Los Angeles	Time Period	Future - PM
Urban Street	Sepulveda Boulevard	Analysis Year	2026
Intersection	Sepulveda/Center	File Name	07PM - Future.xus
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	20	4	9	194	7	333	24	1531	90	351	3183	24

## Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	2.8	6.8	60.6	19.6	3.4	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.2	3.2	4.3	3.6	3.6	0.0		
				Red	1.8	1.8	1.7	1.8	1.8	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	5	2	1	6
Case Number		12.0		9.0	2.0	3.0	2.0	4.0
Phase Duration, s		8.8		25.0	7.8	66.6	19.6	78.4
Change Period, ( Y+R <sub>c</sub> ), s		5.4		5.4	5.0	6.0	5.0	6.0
Max Allow Headway ( MAH ), s		3.2		3.3	3.0	0.0	3.0	0.0
Queue Clearance Time ( g <sub>s</sub> ), s		4.3		21.6	3.6		14.0	
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0	0.0	0.0	0.7	0.0
Phase Call Probability		0.67		1.00	0.56		1.00	
Max Out Probability		0.00		1.00	0.00		0.00	

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate ( v ), veh/h		34		133	72	340	24	1562	92	358	2182	1091
Adjusted Saturation Flow Rate ( s ), veh/h/ln		1760		1810	1818	1610	1810	1725	1610	1757	1900	1892
Queue Service Time ( g <sub>s</sub> ), s		2.3		7.9	4.2	19.6	1.6	17.4	2.4	12.0	64.1	64.7
Cycle Queue Clearance Time ( g <sub>c</sub> ), s		2.3		7.9	4.2	19.6	1.6	17.4	2.4	12.0	64.1	64.7
Green Ratio ( g/C )		0.03		0.16	0.16	0.29	0.02	0.51	0.67	0.12	0.60	0.60
Capacity ( c ), veh/h		49		296	297	459	42	3485	1076	428	2294	1142
Volume-to-Capacity Ratio ( X )		0.680		0.449	0.244	0.740	0.582	0.448	0.085	0.837	0.951	0.955
Back of Queue ( Q ), ft/ln ( 95 th percentile)		48.9		161	84.7	367.9	34.9	271.4	58.7	224.3	918.7	989.5
Back of Queue ( Q ), veh/ln ( 95 th percentile)		2.0		6.4	3.4	14.7	1.4	10.9	2.3	9.0	36.7	39.6
Queue Storage Ratio ( RQ ) ( 95 th percentile)		0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh		57.8		45.3	43.7	38.9	58.0	19.0	7.0	51.5	22.1	22.3
Incremental Delay ( d <sub>2</sub> ), s/veh		6.0		0.4	0.2	5.6	4.7	0.4	0.2	1.7	10.4	17.8
Initial Queue Delay ( d <sub>3</sub> ), s/veh		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh		63.7		45.7	43.9	44.4	62.7	19.4	7.2	53.2	32.5	40.0
Level of Service ( LOS )		E		D	D	D	E	B	A	D	C	D
Approach Delay, s/veh / LOS	63.7	E		44.7	D		19.4	B		36.8	D	
Intersection Delay, s/veh / LOS	32.7						C					

## Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.87	C	2.86	C	2.31	B	1.66	B
Bicycle LOS Score / LOS	0.54	A	1.39	A	1.18	A	2.48	B

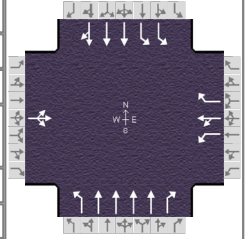


# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 14, 2021
Jurisdiction	City of Los Angeles	Time Period	Future with Project - PM
Urban Street	Sepulveda Boulevard	Analysis Year	2026
Intersection	Sepulveda/Center	File Name	07PM - Future with
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	20	4	9	194	7	338	24	1546	90	354	3191	24

## Signal Information

Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End	Green	2.8	6.9	60.5	19.6	3.4	0.0	
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.2	3.2	4.3	3.6	3.6	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.8	1.8	1.7	1.8	1.8	0.0	

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	5	2	1	6
Case Number		12.0		9.0	2.0	3.0	2.0	4.0
Phase Duration, s		8.8		25.0	7.8	66.5	19.7	78.4
Change Period, ( $Y+R_c$ ), s		5.4		5.4	5.0	6.0	5.0	6.0
Max Allow Headway ( $MAH$ ), s		3.2		3.3	3.0	0.0	3.0	0.0
Queue Clearance Time ( $g_s$ ), s		4.3		21.6	3.6		14.1	
Green Extension Time ( $g_e$ ), s		0.0		0.0	0.0	0.0	0.7	0.0
Phase Call Probability		0.67		1.00	0.56		1.00	
Max Out Probability		0.00		1.00	0.00		0.00	

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate ( $v$ ), veh/h		34		133	72	345	24	1578	92	361	2187	1094
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln		1760		1810	1818	1610	1810	1725	1610	1757	1900	1892
Queue Service Time ( $g_s$ ), s		2.3		7.9	4.2	19.6	1.6	17.6	2.4	12.1	64.5	65.1
Cycle Queue Clearance Time ( $g_c$ ), s		2.3		7.9	4.2	19.6	1.6	17.6	2.4	12.1	64.5	65.1
Green Ratio ( $g/C$ )		0.03		0.16	0.16	0.29	0.02	0.50	0.67	0.12	0.60	0.60
Capacity ( $c$ ), veh/h		49		296	297	461	42	3479	1075	431	2294	1142
Volume-to-Capacity Ratio ( $X$ )		0.680		0.449	0.244	0.749	0.582	0.453	0.085	0.838	0.953	0.957
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)		48.9		161	84.7	374.7	34.9	274.7	58.8	225.7	924.8	997.3
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)		2.0		6.4	3.4	15.0	1.4	11.0	2.4	9.0	37.0	39.9
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)		0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay ( $d_1$ ), s/veh		57.8		45.3	43.7	38.9	58.0	19.1	7.0	51.5	22.2	22.3
Incremental Delay ( $d_2$ ), s/veh		6.0		0.4	0.2	6.0	4.7	0.4	0.2	1.7	10.7	18.2
Initial Queue Delay ( $d_3$ ), s/veh		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( $d$ ), s/veh		63.7		45.7	43.9	44.9	62.7	19.6	7.2	53.2	32.9	40.5
Level of Service ( LOS )		E		D	D	D	E	B	A	D	C	D
Approach Delay, s/veh / LOS	63.7	E		45.0	D		19.5	B		37.2	D	
Intersection Delay, s/veh / LOS	33.0						C					

## Multimodal Results

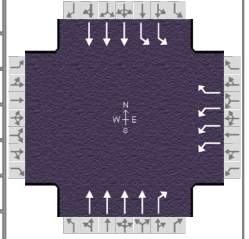
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.87	C		2.86	C		2.31	B		1.66	B	
Bicycle LOS Score / LOS	0.54	A		1.40	A		1.19	A		2.49	B	

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan			
Analyst	JAS	Analysis Date	Jun 14, 2021	
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	
Urban Street	Sepulveda Boulevard	Analysis Year	2021	
Intersection	Sepulveda/HH Pkwy	File Name	08AM - Existing.xus	
Project Description	Sepulveda/Centinela Mixed-Use Project			

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h				969		304		2885	989	187	1164	

## Signal Information

Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	38.8	6.6	29.7	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	3.0	3.9	0.0	0.0	0.0		
				Red	1.3	1.0	1.4	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		6	5	2
Case Number				9.0		7.4	2.0	4.0
Phase Duration, s				35.0		44.4	10.6	55.0
Change Period, ( $Y+R_c$ ), s				5.3		5.6	5.6	5.6
Max Allow Headway ( $MAH$ ), s				6.1		0.0	4.0	0.0
Queue Clearance Time ( $g_s$ ), s				16.1			6.9	
Green Extension Time ( $g_e$ ), s				8.7		0.0	0.0	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.68			1.00	

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14	6	16		5	2	
Adjusted Flow Rate ( $v$ ), veh/h				999		313	2974	1020		193	1200	
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln				1757		1610	1725	1610		1757	1725	
Queue Service Time ( $g_s$ ), s				14.1		13.4	38.8	38.8		4.9	12.3	
Cycle Queue Clearance Time ( $g_c$ ), s				14.1		13.4	38.8	38.8		4.9	12.3	
Green Ratio ( $g/C$ )				0.33		0.39	0.43	0.43		0.06	0.55	
Capacity ( $c$ ), veh/h				1739		621	2975	694		195	2841	
Volume-to-Capacity Ratio ( $X$ )				0.574		0.505	1.000	1.469		0.988	0.422	
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)				241.5		10.2	602.9	2113.8		166	186.5	
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)				9.7		0.4	24.1	84.6		6.6	7.5	
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)				0.00		0.00	0.00	0.00		0.00	0.00	
Uniform Delay ( $d_1$ ), s/veh				24.9		21.1	25.6	25.6		42.5	11.9	
Incremental Delay ( $d_2$ ), s/veh				0.7		1.3	16.4	218.8		60.6	0.5	
Initial Queue Delay ( $d_3$ ), s/veh				0.0		0.0	0.0	0.0		0.0	0.0	
Control Delay ( $d$ ), s/veh				25.7		22.4	42.0	244.4		103.1	12.4	
Level of Service (LOS)				C		C	D	F		F	B	
Approach Delay, s/veh / LOS	0.0			24.9		C	93.7	F		24.9		C
Intersection Delay, s/veh / LOS	65.9						E					

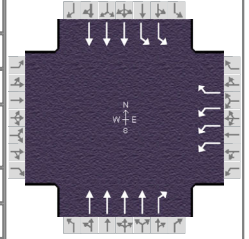
## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.74		C	2.86		C	2.46		B	0.69		A
Bicycle LOS Score / LOS						F	2.14		B	1.25		A

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - AM	PHF	0.97
Urban Street	Sepulveda Boulevard	Analysis Year	2021	Analysis Period	1> 7:45
Intersection	Sepulveda/HH Pkwy	File Name	08AM - Existing with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				

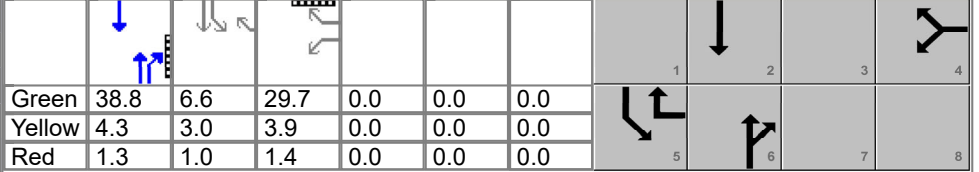


## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h				969		308		2888	989	198	1172	

## Signal Information

Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		6	5	2
Case Number				9.0		7.4	2.0	4.0
Phase Duration, s				35.0		44.4	10.6	55.0
Change Period, ( Y+R <sub>c</sub> ), s				5.3		5.6	5.6	5.6
Max Allow Headway ( MAH ), s				6.1		0.0	4.0	0.0
Queue Clearance Time ( g <sub>s</sub> ), s				16.1			7.0	
Green Extension Time ( g <sub>e</sub> ), s				8.8		0.0	0.0	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.68			1.00	

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14		6	16	5	2	
Adjusted Flow Rate ( v ), veh/h				999		318		2977	1020	204	1208	
Adjusted Saturation Flow Rate ( s ), veh/h/ln				1757		1610		1725	1610	1757	1725	
Queue Service Time ( g <sub>s</sub> ), s				14.1		13.6		38.8	38.8	5.0	12.4	
Cycle Queue Clearance Time ( g <sub>c</sub> ), s				14.1		13.6		38.8	38.8	5.0	12.4	
Green Ratio ( g/C )				0.33		0.39		0.43	0.43	0.06	0.55	
Capacity ( c ), veh/h				1739		621		2975	694	195	2841	
Volume-to-Capacity Ratio ( X )				0.574		0.511		1.001	1.469	1.046	0.425	
Back of Queue ( Q ), ft/ln ( 95 th percentile)				241.5		127.9		606.1	2113.8	187.1	188.3	
Back of Queue ( Q ), veh/ln ( 95 th percentile)				9.7		5.1		24.2	84.6	7.5	7.5	
Queue Storage Ratio ( RQ ) ( 95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay ( d <sub>1</sub> ), s/veh				24.9		21.2		25.6	25.6	42.5	11.9	
Incremental Delay ( d <sub>2</sub> ), s/veh				0.7		1.4		16.7	218.8	76.9	0.5	
Initial Queue Delay ( d <sub>3</sub> ), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay ( d ), s/veh				25.7		22.5		42.3	244.4	119.4	12.4	
Level of Service ( LOS )				C		C		F	F	F	B	
Approach Delay, s/veh / LOS	0.0			24.9		C	93.8		F	27.9		C
Intersection Delay, s/veh / LOS	66.5						E					

## Multimodal Results

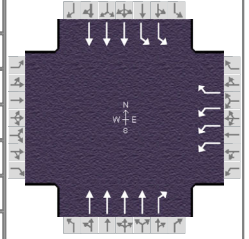
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.74		C	2.86		C	2.46		B	0.69		A
Bicycle LOS Score / LOS						F	2.14		B	1.26		A

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 14, 2021
Jurisdiction	City of Los Angeles	Time Period	Future - AM
Urban Street	Sepulveda Boulevard	Analysis Year	2026
Intersection	Sepulveda/HH Pkwy	File Name	08AM - Future.xus
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h				1018		397		3069	1039	254	1274	

## Signal Information

Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	38.8	6.6	29.7	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	3.0	3.9	0.0	0.0	0.0		
				Red	1.3	1.0	1.4	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		6	5	2
Case Number				9.0		7.4	2.0	4.0
Phase Duration, s				35.0		44.4	10.6	55.0
Change Period, ( $Y+R_c$ ), s				5.3		5.6	5.6	5.6
Max Allow Headway ( $MAH$ ), s				6.1		0.0	4.0	0.0
Queue Clearance Time ( $g_s$ ), s				20.8			7.0	
Green Extension Time ( $g_e$ ), s				6.7		0.0	0.0	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.89			1.00	

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14	6	16		5	2	
Adjusted Flow Rate ( $v$ ), veh/h				1049		409	3164	1071		262	1313	
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln				1757		1610	1725	1610		1757	1725	
Queue Service Time ( $g_s$ ), s				15.0		18.8	38.8	38.8		5.0	13.8	
Cycle Queue Clearance Time ( $g_c$ ), s				15.0		18.8	38.8	38.8		5.0	13.8	
Green Ratio ( $g/C$ )				0.33		0.39	0.43	0.43		0.06	0.55	
Capacity ( $c$ ), veh/h				1739		621	2975	694		195	2841	
Volume-to-Capacity Ratio ( $X$ )				0.603		0.659	1.063	1.543		1.341	0.462	
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)				254		219	760	2380.3		308.1	205.2	
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)				10.2		8.8	30.4	95.2		12.3	8.2	
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)				0.00		0.00	0.00	0.00		0.00	0.00	
Uniform Delay ( $d_1$ ), s/veh				25.2		22.8	25.6	25.6		42.5	12.3	
Incremental Delay ( $d_2$ ), s/veh				0.9		3.4	36.5	251.5		183.9	0.5	
Initial Queue Delay ( $d_3$ ), s/veh				0.0		0.0	0.0	0.0		0.0	0.0	
Control Delay ( $d$ ), s/veh				26.1		26.2	62.1	277.1		226.4	12.8	
Level of Service (LOS)				C		C	F	F		F	B	
Approach Delay, s/veh / LOS	0.0			26.1		C	116.5	F		48.3		D
Intersection Delay, s/veh / LOS	83.6						F					

## Multimodal Results

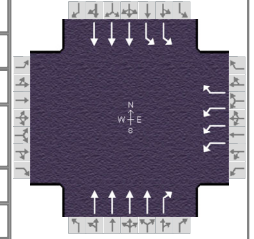
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.74		C	2.86		C	2.46		B	0.69		A
Bicycle LOS Score / LOS						F	2.23		B	1.35		A

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 14, 2021
Jurisdiction	City of Los Angeles	Time Period	Future with Project - AM
Urban Street	Sepulveda Boulevard	Analysis Year	2026
Intersection	Sepulveda/HH Pkwy	File Name	08AM - Future with
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h				1018		401		3072	1039	265	1282	

## Signal Information

Cycle, s	90.0	Reference Phase	2											
Offset, s	0	Reference Point	End	Green	38.8	6.6	29.7	0.0	0.0	0.0				
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.3	3.0	3.9	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.3	1.0	1.4	0.0	0.0	0.0				

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		6	5	2
Case Number				9.0		7.4	2.0	4.0
Phase Duration, s				35.0		44.4	10.6	55.0
Change Period, ( $Y+R_c$ ), s				5.3		5.6	5.6	5.6
Max Allow Headway ( $MAH$ ), s				6.1		0.0	4.0	0.0
Queue Clearance Time ( $g_s$ ), s				21.1			7.0	
Green Extension Time ( $g_e$ ), s				6.5		0.0	0.0	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.90			1.00	

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14		6	16	5	2	
Adjusted Flow Rate ( $v$ ), veh/h				1049		413		3167	1071	273	1322	
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln				1698		1610		1725	1610	1757	1725	
Queue Service Time ( $g_s$ ), s				15.6		19.1		38.8	38.8	5.0	13.9	
Cycle Queue Clearance Time ( $g_c$ ), s				15.6		19.1		38.8	38.8	5.0	13.9	
Green Ratio ( $g/C$ )				0.33		0.39		0.43	0.43	0.06	0.55	
Capacity ( $c$ ), veh/h				1681		621		2975	694	195	2841	
Volume-to-Capacity Ratio ( $X$ )				0.624		0.666		1.065	1.543	1.399	0.465	
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)				256.2		222.9		763	2380.3	333.9	207.1	
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)				10.2		8.9		30.5	95.2	13.4	8.3	
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay ( $d_1$ ), s/veh				25.4		22.9		25.6	25.6	42.5	12.3	
Incremental Delay ( $d_2$ ), s/veh				1.0		3.5		36.9	251.5	207.7	0.5	
Initial Queue Delay ( $d_3$ ), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay ( $d$ ), s/veh				26.5		26.4		62.5	277.1	250.2	12.8	
Level of Service ( LOS )				C		C		F	F	F	B	
Approach Delay, s/veh / LOS	0.0			26.4		C	116.7		F	53.5		D
Intersection Delay, s/veh / LOS	84.8						F					

## Multimodal Results

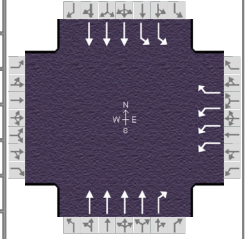
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.74		C	2.86		C	2.46		B	0.69		A
Bicycle LOS Score / LOS						F	2.24		B	1.36		A

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	6/8/2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.96
Urban Street	Sepulveda Boulevard	Analysis Year	2021	Analysis Period	1> 17:00
Intersection	Sepulveda/HH Pkwy	File Name	08PM - Existing.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h				812		118		1419	724	622	2496	

## Signal Information

Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	38.8	6.6	29.7	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	3.0	3.9	0.0	0.0	0.0		
				Red	1.3	1.0	1.4	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		6	5	2
Case Number				9.0		7.4	2.0	4.0
Phase Duration, s				35.0		44.4	10.6	55.0
Change Period, ( $Y+R_c$ ), s				5.3		5.6	5.6	5.6
Max Allow Headway ( $MAH$ ), s				6.1		0.0	4.0	0.0
Queue Clearance Time ( $g_s$ ), s				13.5			7.0	
Green Extension Time ( $g_e$ ), s				7.5		0.0	0.0	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.40			1.00	

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14	6	16		5	2	
Adjusted Flow Rate ( $v$ ), veh/h				846		123	1478	754		648	2600	
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln				1757		1610	1725	1610		1757	1725	
Queue Service Time ( $g_s$ ), s				11.5		4.6	14.0	38.8		5.0	41.0	
Cycle Queue Clearance Time ( $g_c$ ), s				11.5		4.6	14.0	38.8		5.0	41.0	
Green Ratio ( $g/C$ )				0.33		0.39	0.43	0.43		0.06	0.55	
Capacity ( $c$ ), veh/h				1739		621	2975	694		195	2841	
Volume-to-Capacity Ratio ( $X$ )				0.486		0.198	0.497	1.086		3.319	0.915	
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)				205		75.9	220.8	867.4		1193.2	535	
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)				8.2		3.0	8.8	34.7		47.7	21.4	
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)				0.00		0.00	0.00	0.00		0.00	0.00	
Uniform Delay ( $d_1$ ), s/veh				24.1		18.4	18.5	25.6		42.5	18.4	
Incremental Delay ( $d_2$ ), s/veh				0.4		0.3	0.6	60.0		1056.5	5.9	
Initial Queue Delay ( $d_3$ ), s/veh				0.0		0.0	0.0	0.0		0.0	0.0	
Control Delay ( $d$ ), s/veh				24.5		18.7	19.1	85.6		1099.0	24.3	
Level of Service (LOS)				C		B	B	F		F	C	
Approach Delay, s/veh / LOS	0.0			23.8		C	41.6	D		238.7		F
Intersection Delay, s/veh / LOS	138.2						F					

## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.74		C	2.86		C	2.46		B	0.69		A
Bicycle LOS Score / LOS						F	1.41		A	2.27		B

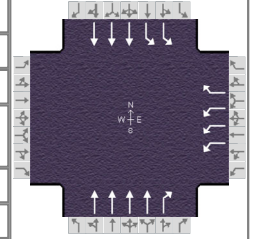


# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	6/8/2021
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - PM
Urban Street	Sepulveda Boulevard	Analysis Year	2021
Intersection	Sepulveda/HH Pkwy	File Name	08PM - Existing w
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information

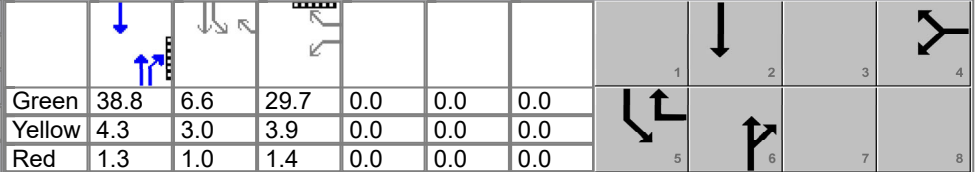


## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h				812		127		1424	724	627	2499	

## Signal Information

Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		6	5	2
Case Number				9.0		7.4	2.0	4.0
Phase Duration, s				35.0		44.4	10.6	55.0
Change Period, ( Y+R <sub>c</sub> ), s				5.3		5.6	5.6	5.6
Max Allow Headway ( MAH ), s				6.1		0.0	4.0	0.0
Queue Clearance Time ( g <sub>s</sub> ), s				13.5			7.0	
Green Extension Time ( g <sub>e</sub> ), s				7.6		0.0	0.0	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.40			1.00	

## Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14		6	16	5	2	
Adjusted Flow Rate ( $v$ ), veh/h				846		132		1483	754	653	2603	
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln				1757		1610		1725	1610	1757	1725	
Queue Service Time ( $g_s$ ), s				11.5		5.0		14.0	38.8	5.0	41.1	
Cycle Queue Clearance Time ( $g_c$ ), s				11.5		5.0		14.0	38.8	5.0	41.1	
Green Ratio ( $g/C$ )				0.33		0.39		0.43	0.43	0.06	0.55	
Capacity ( $c$ ), veh/h				1739		621		2975	694	195	2841	
Volume-to-Capacity Ratio ( $X$ )				0.486		0.213		0.499	1.086	3.346	0.916	
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)				205		82.2		222.2	867.4	1204.7	536	
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)				8.2		3.3		8.9	34.7	48.2	21.4	
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay ( $d_1$ ), s/veh				24.1		18.5		18.6	25.6	42.5	18.4	
Incremental Delay ( $d_2$ ), s/veh				0.4		0.3		0.6	60.0	1068.5	6.0	
Initial Queue Delay ( $d_3$ ), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay ( $d$ ), s/veh				24.5		18.9		19.2	85.6	1111.0	24.4	
Level of Service (LOS)				C		B		B	F	F	C	
Approach Delay, s/veh / LOS	0.0			23.7		C	41.6		D	242.3		F
Intersection Delay, s/veh / LOS	139.9						F					

## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.74		C	2.86		C	2.46		B	0.69		A
Bicycle LOS Score / LOS						F	1.41		A	2.28		B

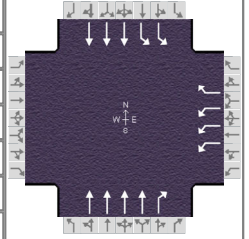


# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 14, 2021
Jurisdiction	City of Los Angeles	Time Period	Future - PM
Urban Street	Sepulveda Boulevard	Analysis Year	2026
Intersection	Sepulveda/HH Pkwy	File Name	08PM - Future.xus
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h				853		165		1537	761	724	2667	

## Signal Information

Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	38.8	6.6	29.7	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	3.0	3.9	0.0	0.0	0.0		
				Red	1.3	1.0	1.4	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		6	5	2
Case Number				9.0		7.4	2.0	4.0
Phase Duration, s				35.0		44.4	10.6	55.0
Change Period, ( $Y+R_c$ ), s				5.3		5.6	5.6	5.6
Max Allow Headway ( $MAH$ ), s				6.1		0.0	4.0	0.0
Queue Clearance Time ( $g_s$ ), s				14.2			7.0	
Green Extension Time ( $g_e$ ), s				7.9		0.0	0.0	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.48			1.00	

## Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14		6	16	5	2	
Adjusted Flow Rate ( $v$ ), veh/h				889		172		1601	793	754	2778	
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln				1757		1610		1725	1610	1757	1725	
Queue Service Time ( $g_s$ ), s				12.2		6.6		15.5	38.8	5.0	47.0	
Cycle Queue Clearance Time ( $g_c$ ), s				12.2		6.6		15.5	38.8	5.0	47.0	
Green Ratio ( $g/C$ )				0.33		0.39		0.43	0.43	0.06	0.55	
Capacity ( $c$ ), veh/h				1739		621		2975	694	195	2841	
Volume-to-Capacity Ratio ( $X$ )				0.511		0.277		0.538	1.142	3.863	0.978	
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)				214.7		109.7		240.2	1021.8	1426.2	645.9	
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)				8.6		4.4		9.6	40.9	57.0	25.8	
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay ( $d_1$ ), s/veh				24.3		19.0		19.0	25.6	42.5	19.8	
Incremental Delay ( $d_2$ ), s/veh				0.5		0.5		0.7	80.4	1300.7	12.5	
Initial Queue Delay ( $d_3$ ), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay ( $d$ ), s/veh				24.8		19.5		19.7	106.0	1343.2	32.2	
Level of Service (LOS)				C		B		B	F	F	C	
Approach Delay, s/veh / LOS	0.0			23.9		C	48.3		D	312.1		F
Intersection Delay, s/veh / LOS	178.0						F					

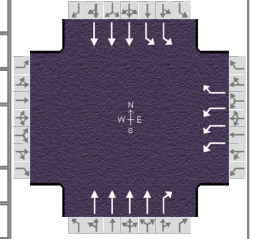
## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.74		C	2.86		C	2.46		B	0.69		A
Bicycle LOS Score / LOS						F	1.48		A	2.43		B

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - PM	PHF	0.96
Urban Street	Sepulveda Boulevard	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Sepulveda/HH Pkwy	File Name	08PM - Future with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				

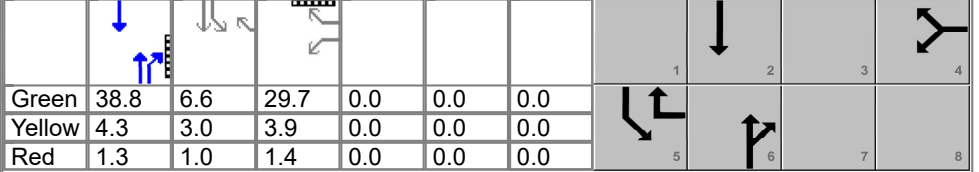


## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h				853		174		1542	761	729	2670	

## Signal Information

Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		6	5	2
Case Number				9.0		7.4	2.0	4.0
Phase Duration, s				35.0		44.4	10.6	55.0
Change Period, ( $Y+R_c$ ), s				5.3		5.6	5.6	5.6
Max Allow Headway ( $MAH$ ), s				6.1		0.0	4.0	0.0
Queue Clearance Time ( $g_s$ ), s				14.2			7.0	
Green Extension Time ( $g_e$ ), s				8.0		0.0	0.0	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.48			1.00	

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14		6	16	5	2	
Adjusted Flow Rate ( $v$ ), veh/h				889		181		1606	793	759	2781	
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln				1757		1610		1725	1610	1757	1725	
Queue Service Time ( $g_s$ ), s				12.2		7.0		15.5	38.8	5.0	47.2	
Cycle Queue Clearance Time ( $g_c$ ), s				12.2		7.0		15.5	38.8	5.0	47.2	
Green Ratio ( $g/C$ )				0.33		0.39		0.43	0.43	0.06	0.55	
Capacity ( $c$ ), veh/h				1739		621		2975	694	195	2841	
Volume-to-Capacity Ratio ( $X$ )				0.511		0.292		0.540	1.142	3.890	0.979	
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)				214.7		116.5		240.8	1021.8	1437.6	648.6	
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)				8.6		4.7		9.6	40.9	57.5	25.9	
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay ( $d_1$ ), s/veh				24.3		19.1		19.0	25.6	42.5	19.8	
Incremental Delay ( $d_2$ ), s/veh				0.5		0.5		0.7	80.4	1312.7	12.6	
Initial Queue Delay ( $d_3$ ), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay ( $d$ ), s/veh				24.8		19.7		19.7	106.0	1355.2	32.4	
Level of Service ( LOS )				C		B		B	F	F	C	
Approach Delay, s/veh / LOS	0.0			23.9		C	48.2		D	316.1		F
Intersection Delay, s/veh / LOS	179.8						F					

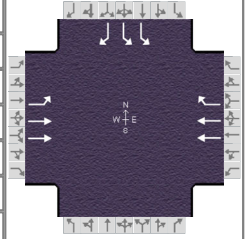
## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.74		C	2.86		C	2.46		B	0.69		A
Bicycle LOS Score / LOS						F	1.48		A	2.43		B

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Existing - AM	PHF	0.99
Urban Street	Centinela Avenue	Analysis Year	2021	Analysis Period	1> 8:00
Intersection	Bristol Pkwy/Centinela	File Name	09AM - Existing.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	280	465			1280	544				62		113

## Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	17.0	56.9	30.4	0.0	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	5.1	4.3	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.3	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	21.0	84.0		63.0				36.0
Change Period, ( $Y+R_c$ ), s	4.0	6.1		6.1				5.6
Max Allow Headway ( $MAH$ ), s	3.0	0.0		0.0				3.3
Queue Clearance Time ( $g_s$ ), s	10.2							7.5
Green Extension Time ( $g_e$ ), s	0.3	0.0		0.0				0.4
Phase Call Probability	1.00							1.00
Max Out Probability	0.04							0.00

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate ( $v$ ), veh/h	283	470			1293	549				63		114
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	1810	1809			1809	1610				1757		1610
Queue Service Time ( $g_s$ ), s	8.2	6.3			35.1	32.7				1.6		5.5
Cycle Queue Clearance Time ( $g_c$ ), s	8.2	6.3			35.1	32.7				1.6		5.5
Green Ratio ( $g/C$ )	0.63	0.65			0.47	0.47				0.25		0.40
Capacity ( $c$ ), veh/h	395	2348			1715	763				890		636
Volume-to-Capacity Ratio ( $X$ )	0.716	0.200			0.754	0.720				0.070		0.179
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)	188.6	101.7			528.4	469.9				31.3		94.6
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)	7.5	4.1			21.1	18.8				1.3		3.8
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)	0.00	0.00			0.00	0.00				0.00		0.00
Uniform Delay ( $d_1$ ), s/veh	21.0	8.5			25.8	25.2				34.1		23.6
Incremental Delay ( $d_2$ ), s/veh	5.3	0.2			3.1	5.8				0.0		0.0
Initial Queue Delay ( $d_3$ ), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay ( $d$ ), s/veh	26.3	8.7			28.9	31.0				34.1		23.7
Level of Service (LOS)	C	A			C	C				C		C
Approach Delay, s/veh / LOS	15.3	B		29.5	C		0.0			27.4		C
Intersection Delay, s/veh / LOS	25.5						C					

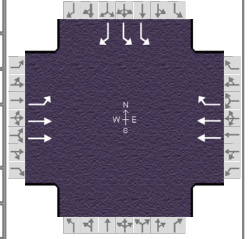
## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	0.68	A		2.10	B		2.32	B		2.33		B
Bicycle LOS Score / LOS	1.11	A		2.01	B							F

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 14, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Existing with Project - AM	PHF	0.99
Urban Street	Centinela Avenue	Analysis Year	2021	Analysis Period	1> 8:00
Intersection	Bristol Pkwy/Centinela	File Name	09AM - Existing with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	285	473			1283	544				62		115

## Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	17.0	56.9	30.4	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	5.1	4.3	0.0	0.0	0.0		
				Red	1.0	1.0	1.3	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	21.0	84.0		63.0				36.0
Change Period, ( Y+R <sub>c</sub> ), s	4.0	6.1		6.1				5.6
Max Allow Headway ( MAH ), s	3.0	0.0		0.0				3.3
Queue Clearance Time ( g <sub>s</sub> ), s	10.6							7.6
Green Extension Time ( g <sub>e</sub> ), s	0.3	0.0		0.0				0.4
Phase Call Probability	1.00							1.00
Max Out Probability	0.05							0.00

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate ( v ), veh/h	288	478			1296	549				63		116
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1810	1809			1809	1610				1757		1610
Queue Service Time ( g <sub>s</sub> ), s	8.6	6.4			35.2	32.7				1.6		5.6
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	8.6	6.4			35.2	32.7				1.6		5.6
Green Ratio ( g/C )	0.63	0.65			0.47	0.47				0.25		0.40
Capacity ( c ), veh/h	394	2348			1715	763				890		636
Volume-to-Capacity Ratio ( X )	0.730	0.203			0.756	0.720				0.070		0.183
Back of Queue ( Q ), ft/ln ( 95 th percentile)	193.7	103.5			529.6	469.9				31.3		96.4
Back of Queue ( Q ), veh/ln ( 95 th percentile)	7.7	4.1			21.2	18.8				1.3		3.9
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.00	0.00			0.00	0.00				0.00		0.00
Uniform Delay ( d <sub>1</sub> ), s/veh	21.7	8.5			25.9	25.2				34.1		23.7
Incremental Delay ( d <sub>2</sub> ), s/veh	5.9	0.2			3.2	5.8				0.0		0.1
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay ( d ), s/veh	27.7	8.7			29.0	31.0				34.1		23.7
Level of Service ( LOS )	C	A			C	C				C		C
Approach Delay, s/veh / LOS	15.8	B		29.6	C		0.0			27.3		C
Intersection Delay, s/veh / LOS	25.7						C					

## Multimodal Results

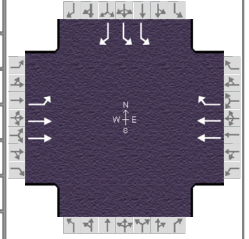
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	0.68	A		2.10	B		2.32	B		2.33		B
Bicycle LOS Score / LOS	1.12	A		2.01	B							F

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 14, 2021
Jurisdiction	City of Culver City	Time Period	Future - AM
Urban Street	Centinela Avenue	Analysis Year	2026
Intersection	Bristol Pkwy/Centinela	File Name	09AM - Future.xus
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	311	509			1376	583				117		164

## Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	17.0	56.9	30.4	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	5.1	4.3	0.0	0.0	0.0		
				Red	1.0	1.0	1.3	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	21.0	84.0		63.0				36.0
Change Period, ( Y+R <sub>c</sub> ), s	4.0	6.1		6.1				5.6
Max Allow Headway ( MAH ), s	3.0	0.0		0.0				3.3
Queue Clearance Time ( g <sub>s</sub> ), s	14.2							10.3
Green Extension Time ( g <sub>e</sub> ), s	0.2	0.0		0.0				0.6
Phase Call Probability	1.00							1.00
Max Out Probability	1.00							0.00

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate ( v ), veh/h	314	514			1390	589				118		166
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1810	1809			1809	1610				1757		1610
Queue Service Time ( g <sub>s</sub> ), s	12.2	7.0			39.4	36.4				3.1		8.3
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	12.2	7.0			39.4	36.4				3.1		8.3
Green Ratio ( g/C )	0.63	0.65			0.47	0.47				0.25		0.40
Capacity ( c ), veh/h	374	2348			1715	763				890		636
Volume-to-Capacity Ratio ( X )	0.840	0.219			0.810	0.771				0.133		0.260
Back of Queue ( Q ), ft/ln ( 95 th percentile)	235.6	112.7			587.7	520				60.1		142.3
Back of Queue ( Q ), veh/ln ( 95 th percentile)	9.4	4.5			23.5	20.8				2.4		5.7
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.00	0.00			0.00	0.00				0.00		0.00
Uniform Delay ( d <sub>1</sub> ), s/veh	29.0	8.6			26.9	26.2				34.6		24.5
Incremental Delay ( d <sub>2</sub> ), s/veh	14.8	0.2			4.3	7.4				0.0		0.1
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay ( d ), s/veh	43.8	8.8			31.2	33.6				34.6		24.6
Level of Service ( LOS )	D	A			C	C				C		C
Approach Delay, s/veh / LOS	22.1	C		31.9	C		0.0			28.8	C	
Intersection Delay, s/veh / LOS	29.0						C					

## Multimodal Results

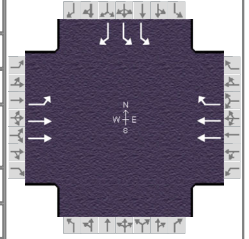
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	0.68	A		2.10	B		2.32	B		2.33	B	
Bicycle LOS Score / LOS	1.17	A		2.12	B						F	

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 14, 2021
Jurisdiction	City of Culver City	Time Period	Future with Project - AM
Urban Street	Centinela Avenue	Analysis Year	2026
Intersection	Bristol Pkwy/Centinela	File Name	09AM - Future with Project
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	316	517			1379	583				117		166

## Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	17.0	56.9	30.4	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	5.1	4.3	0.0	0.0	0.0		
				Red	1.0	1.0	1.3	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	21.0	84.0		63.0				36.0
Change Period, ( $Y+R_c$ ), s	4.0	6.1		6.1				5.6
Max Allow Headway ( $MAH$ ), s	3.0	0.0		0.0				3.3
Queue Clearance Time ( $g_s$ ), s	14.6							10.4
Green Extension Time ( $g_e$ ), s	0.2	0.0		0.0				0.6
Phase Call Probability	1.00							1.00
Max Out Probability	1.00							0.00

## Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement	1	6			2	12				7		14	
Adjusted Flow Rate ( $v$ ), veh/h	319	522			1393	589				118		168	
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	1810	1809			1809	1610				1757		1610	
Queue Service Time ( $g_s$ ), s	12.6	7.1			39.5	36.4				3.1		8.4	
Cycle Queue Clearance Time ( $g_c$ ), s	12.6	7.1			39.5	36.4				3.1		8.4	
Green Ratio ( $g/C$ )	0.63	0.65			0.47	0.47				0.25		0.40	
Capacity ( $c$ ), veh/h	373	2348			1715	763				890		636	
Volume-to-Capacity Ratio ( $X$ )	0.855	0.222			0.812	0.771				0.133		0.264	
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)	244	115.2			589.6	520				60.1		144.2	
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)	9.8	4.6			23.6	20.8				2.4		5.8	
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)	0.00	0.00			0.00	0.00				0.00		0.00	
Uniform Delay ( $d_1$ ), s/veh	29.6	8.6			27.0	26.2				34.6		24.5	
Incremental Delay ( $d_2$ ), s/veh	16.6	0.2			4.3	7.4				0.0		0.1	
Initial Queue Delay ( $d_3$ ), s/veh	0.0	0.0			0.0	0.0				0.0		0.0	
Control Delay ( $d$ ), s/veh	46.2	8.9			31.3	33.6				34.6		24.6	
Level of Service (LOS)	D	A			C	C				C		C	
Approach Delay, s/veh / LOS	23.0		C		32.0		C		0.0		28.7		C
Intersection Delay, s/veh / LOS	29.2						C						

## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	0.68		A	2.10		B	2.32		B	2.33		B
Bicycle LOS Score / LOS	1.18		A	2.12		B						F

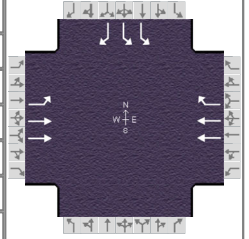


# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 15, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Existing - PM	PHF	0.95
Urban Street	Centinela Avenue	Analysis Year	2021	Analysis Period	1> 17:00
Intersection	Bristol Pkwy/Centinela	File Name	09PM - Existing.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	164	1280			544	182				407		346

## Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	17.0	56.9	30.4	0.0	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	5.1	4.3	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.3	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	21.0	84.0		63.0				36.0
Change Period, ( $Y+R_c$ ), s	4.0	6.1		6.1				5.6
Max Allow Headway ( $MAH$ ), s	3.0	0.0		0.0				3.2
Queue Clearance Time ( $g_s$ ), s	6.7							23.2
Green Extension Time ( $g_e$ ), s	0.2	0.0		0.0				1.4
Phase Call Probability	1.00							1.00
Max Out Probability	0.00							0.19

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate ( $v$ ), veh/h	173	1347			573	192				428		364
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	1810	1809			1809	1610				1757		1610
Queue Service Time ( $g_s$ ), s	4.7	25.0			11.9	8.5				12.4		21.2
Cycle Queue Clearance Time ( $g_c$ ), s	4.7	25.0			11.9	8.5				12.4		21.2
Green Ratio ( $g/C$ )	0.63	0.65			0.47	0.47				0.25		0.40
Capacity ( $c$ ), veh/h	636	2348			1715	763				890		636
Volume-to-Capacity Ratio ( $X$ )	0.271	0.574			0.334	0.251				0.481		0.573
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)	74.7	350.9			212.3	144.5				228		321.3
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)	3.0	14.0			8.5	5.8				9.1		12.9
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)	0.00	0.00			0.00	0.00				0.00		0.00
Uniform Delay ( $d_1$ ), s/veh	10.0	11.8			19.7	18.8				38.1		28.4
Incremental Delay ( $d_2$ ), s/veh	0.1	1.0			0.5	0.8				0.2		0.8
Initial Queue Delay ( $d_3$ ), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay ( $d$ ), s/veh	10.0	12.8			20.2	19.6				38.2		29.2
Level of Service (LOS)	B	B			C	B				D		C
Approach Delay, s/veh / LOS	12.5	B		20.1	C		0.0			34.1		C
Intersection Delay, s/veh / LOS	19.9						B					

## Multimodal Results

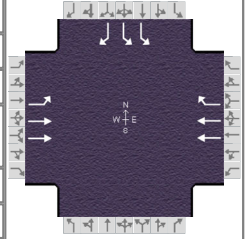
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	0.68	A		2.10	B		2.32	B		2.33		B
Bicycle LOS Score / LOS	1.74	B		1.12	A							F



# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Jun 15, 2021	Area Type	Other
Jurisdiction	City of Culver City	Time Period	Existing with Project - PM	PHF	0.95
Urban Street	Centinela Avenue	Analysis Year	2021	Analysis Period	1> 17:00
Intersection	Bristol Pkwy/Centinela	File Name	09PM - Existing with Project.xus		
Project Description	Sepulveda/Centinela Mixed-Use Project				



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	165	1283			549	182				407		350

## Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	17.0	56.9	30.4	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	5.1	4.3	0.0	0.0	0.0		
				Red	1.0	1.0	1.3	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	21.0	84.0		63.0				36.0
Change Period, ( Y+R <sub>c</sub> ), s	4.0	6.1		6.1				5.6
Max Allow Headway ( MAH ), s	3.0	0.0		0.0				3.2
Queue Clearance Time ( g <sub>s</sub> ), s	6.7							23.5
Green Extension Time ( g <sub>e</sub> ), s	0.2	0.0		0.0				1.3
Phase Call Probability	1.00							1.00
Max Out Probability	0.00							0.22

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate ( v ), veh/h	174	1351			578	192				428		368
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1810	1809			1809	1610				1757		1610
Queue Service Time ( g <sub>s</sub> ), s	4.7	25.1			12.0	8.5				12.4		21.5
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	4.7	25.1			12.0	8.5				12.4		21.5
Green Ratio ( g/C )	0.63	0.65			0.47	0.47				0.25		0.40
Capacity ( c ), veh/h	634	2348			1715	763				890		636
Volume-to-Capacity Ratio ( X )	0.274	0.575			0.337	0.251				0.481		0.579
Back of Queue ( Q ), ft/ln ( 95 th percentile)	75.4	351.7			214.4	144.5				228		325.7
Back of Queue ( Q ), veh/ln ( 95 th percentile)	3.0	14.1			8.6	5.8				9.1		13.0
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.00	0.00			0.00	0.00				0.00		0.00
Uniform Delay ( d <sub>1</sub> ), s/veh	10.0	11.8			19.7	18.8				38.1		28.5
Incremental Delay ( d <sub>2</sub> ), s/veh	0.1	1.0			0.5	0.8				0.2		0.9
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay ( d ), s/veh	10.1	12.8			20.3	19.6				38.2		29.4
Level of Service ( LOS )	B	B			C	B				D		C
Approach Delay, s/veh / LOS	12.5	B		20.1	C		0.0			34.1		C
Intersection Delay, s/veh / LOS	20.0						B					

## Multimodal Results

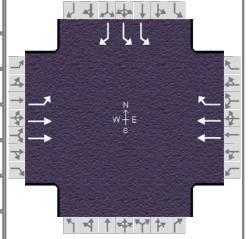
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	0.68	A		2.10	B		2.32	B		2.33	B	
Bicycle LOS Score / LOS	1.75	B		1.12	A						F	

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 15, 2021
Jurisdiction	City of Culver City	Time Period	Future - PM
Urban Street	Centinela Avenue	Analysis Year	2026
Intersection	Bristol Pkwy/Centinela	File Name	09PM - Future.xus
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	211	1380			594	230				444		382

## Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	17.0	56.9	30.4	0.0	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	5.1	4.3	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.3	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	21.0	84.0		63.0				36.0
Change Period, ( $Y+R_c$ ), s	4.0	6.1		6.1				5.6
Max Allow Headway ( $MAH$ ), s	3.0	0.0		0.0				3.2
Queue Clearance Time ( $g_s$ ), s	8.2							26.2
Green Extension Time ( $g_e$ ), s	0.2	0.0		0.0				1.1
Phase Call Probability	1.00							1.00
Max Out Probability	0.00							0.68

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate ( $v$ ), veh/h	222	1453			625	242				467		402
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	1810	1809			1809	1610				1757		1610
Queue Service Time ( $g_s$ ), s	6.2	28.2			13.2	11.2				13.7		24.2
Cycle Queue Clearance Time ( $g_c$ ), s	6.2	28.2			13.2	11.2				13.7		24.2
Green Ratio ( $g/C$ )	0.63	0.65			0.47	0.47				0.25		0.40
Capacity ( $c$ ), veh/h	612	2348			1715	763				890		636
Volume-to-Capacity Ratio ( $X$ )	0.363	0.619			0.365	0.317				0.525		0.632
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)	99.3	389.4			231.1	189.5				247.4		361.1
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)	4.0	15.6			9.2	7.6				9.9		14.4
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)	0.00	0.00			0.00	0.00				0.00		0.00
Uniform Delay ( $d_1$ ), s/veh	10.6	12.3			20.1	19.5				38.6		29.3
Incremental Delay ( $d_2$ ), s/veh	0.1	1.2			0.6	1.1				0.3		1.6
Initial Queue Delay ( $d_3$ ), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay ( $d$ ), s/veh	10.7	13.6			20.7	20.6				38.9		30.8
Level of Service (LOS)	B	B			C	C				D		C
Approach Delay, s/veh / LOS	13.2	B		20.6	C		0.0			35.1		D
Intersection Delay, s/veh / LOS	20.7						C					

## Multimodal Results

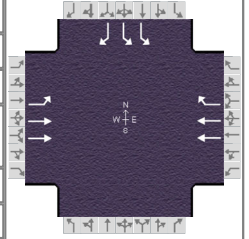
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	0.68	A		2.10	B		2.32	B		2.33	B	
Bicycle LOS Score / LOS	1.87	B		1.20	A						F	

# HCS7 Signalized Intersection Results Summary

## General Information

Agency	Linscott, Law & Greenspan		
Analyst	JAS	Analysis Date	Jun 15, 2021
Jurisdiction	City of Culver City	Time Period	Future with Project - PM
Urban Street	Centinela Avenue	Analysis Year	2026
Intersection	Bristol Pkwy/Centinela	File Name	09PM - Future with
Project Description	Sepulveda/Centinela Mixed-Use Project		

## Intersection Information



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	212	1383			599	230				444		386

## Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	17.0	56.9	30.4	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	5.1	4.3	0.0	0.0	0.0		
				Red	1.0	1.0	1.3	0.0	0.0	0.0		

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	21.0	84.0		63.0				36.0
Change Period, ( $Y+R_c$ ), s	4.0	6.1		6.1				5.6
Max Allow Headway ( $MAH$ ), s	3.0	0.0		0.0				3.2
Queue Clearance Time ( $g_s$ ), s	8.2							26.5
Green Extension Time ( $g_e$ ), s	0.3	0.0		0.0				1.0
Phase Call Probability	1.00							1.00
Max Out Probability	0.00							0.78

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate ( $v$ ), veh/h	223	1456			631	242				467		406
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	1810	1809			1809	1610				1757		1610
Queue Service Time ( $g_s$ ), s	6.2	28.4			13.3	11.2				13.7		24.5
Cycle Queue Clearance Time ( $g_c$ ), s	6.2	28.4			13.3	11.2				13.7		24.5
Green Ratio ( $g/C$ )	0.63	0.65			0.47	0.47				0.25		0.40
Capacity ( $c$ ), veh/h	610	2348			1715	763				890		636
Volume-to-Capacity Ratio ( $X$ )	0.366	0.620			0.368	0.317				0.525		0.639
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)	99.8	389.5			233.2	189.5				247.4		365.8
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)	4.0	15.6			9.3	7.6				9.9		14.6
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)	0.00	0.00			0.00	0.00				0.00		0.00
Uniform Delay ( $d_1$ ), s/veh	10.6	12.4			20.1	19.5				38.6		29.4
Incremental Delay ( $d_2$ ), s/veh	0.1	1.2			0.6	1.1				0.3		1.7
Initial Queue Delay ( $d_3$ ), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay ( $d$ ), s/veh	10.7	13.6			20.7	20.6				38.9		31.0
Level of Service (LOS)	B	B			C	C				D		C
Approach Delay, s/veh / LOS	13.2	B		20.7	C		0.0			35.2		D
Intersection Delay, s/veh / LOS	20.7						C					

## Multimodal Results


	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	0.68	A		2.10	B		2.32	B		2.33	B	
Bicycle LOS Score / LOS	1.87	B		1.21	A						F	

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

6501 South Sepulveda Boulevard  
DOT Case No. CTC21-111067 (51293)

Date: October 6, 2021

To: Susan Jimenez, Administrative Clerk  
Department of City Planning

From:   
Robert Sanchez (Oct 6 2021 15:04 PDT)  
Robert Sanchez, Transportation Engineer  
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED SEPULVEDA/CENTINELA MIXED-USED PROJECT LOCATED AT 6501-6521 S. SEPULVEDA BLVD AND 6502-6520 S. ARIZONA AVENUE (ENV-2021-4938-EAF/CPC-2021-4937-CU-DB-SPR-WDI-HCA)**

The Department of Transportation (DOT) has reviewed the transportation analysis prepared by Linscott, Law & Greenspan, Engineers, dated July 8, 2021, with a subsequent revision dated September 1, 2021, for the proposed project located at 6501-6521 S. Sepulveda Blvd and 6502-6520 S. Arizona Avenue. 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, access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

## DISCUSSION AND FINDINGS

### A. Project Description

The project proposes to construct an eight-story mixed-use building consisting of 321 market-rate apartment dwelling units, 41 affordable housing dwelling units and 3,700 square feet of ground floor restaurant floor area. The existing Dinah's restaurant located on the southern portion of the project site, will remain as part of the proposed project. The project site is located within the Westchester-Playa del Rey Community Plan Area and is comprised of 2.205 acres. Existing on site is a single-story multi-tenant strip mall commercial plaza and a single-story multi-tenant industrial building; overall resulting in 23,222 square feet of commercial floor area and 9,448 square feet of high-turnover sit-down restaurant floor area. There are currently 109 vehicle parking spaces in a surface level parking lot serving the existing Project Site. Vehicular access to the existing Project Site is accessible via two driveways along the east side of Arizona Avenue and one driveway along the west side of Sepulveda Boulevard.

The Project proposes to provide 520 vehicular parking spaces within an onsite parking garage with one subterranean level, one at-grade level and two above-grade levels. Vehicular access will remain off the existing southerly driveway along the east side of Arizona Avenue and the existing driveway along the west side of Sepulveda Blvd. The driveway along Arizona Avenue will accommodate for a two-way operation whereas the driveway along Sepulveda Blvd will remain as a right-turn only operation. All project loading will occur off-street and internal to the project site. The project's site plan is shown in Figure 2-2, **Attachment A** to this report. The project is expected to be completed by 2026.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed 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, 9<sup>th</sup> 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. The VMT calculator version 1.3 was the latest VMT calculator available at the time the analysis was submitted and accepted by DOT. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment B** to this report.

C. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as a criteria in determining transportation impacts under CEQA. The new DOT Transportation Assessment Guidelines (TAG) provides instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the West Los Angeles APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 7.4
- Work VMT per Employee: 11.1

As cited in the VMT Analysis report, prepared by Linscott, Law & Greenspan, Engineers, the Work VMT per employee is not applicable since the project's restaurant component of 10,783 square feet is considered a local-serving retail use. However, the Household VMT per capita is applicable but remains under the threshold at 7.1 Daily Household VMT per Capita. The project's Household VMT per Capita does not exceed the West Los Angeles APC area threshold thus the project is not expected to result in a significant VMT impact.

The project has proposed to use the following TDM strategies as Project Design Features:

- Reduce Parking Supply
- Bicycle Parking per the Los Angeles Municipal Code (LAMC)
- Promotion and Marketing to 100% of employees/residents consistent with the requirements of the CTCSP for a TDM program

By applying the above Project Design features, the project will not result in a significant Household or Work VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment C** to this report.

D. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the LAMC. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed.

In accordance with this authority, the Project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not result in adverse circulation conditions at any of the studied locations, and will not cause or extend vehicle queuing that exceeds the TAG thresholds. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table (Table 5-2) that summarizes these potential deficiencies is shown as, **Attachment D**.

## **PROJECT REQUIREMENTS**

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  
Parking for vehicles and bicycles will be provided onsite. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project. The Project is proposing 520 vehicle parking spaces within an on-site parking garage with one subterranean level, one at-grade level and two above-grade levels.
2. Highway Dedication and Street Widening Requirements  
In order to mitigate potential access and circulation impacts, the applicant may be required to make highway dedications and improvements. The applicant shall consult the Bureau of Engineering (BOE) for any highway dedication or street widening requirements. These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the BOE. They must be constructed and completed prior to the issuance of any certificate of occupancy to the satisfaction of DOT and BOE.
3. Project Access and Circulation  
The proposed site plan is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's West LA/Coastal Development Review Section (7166 W Manchester Ave, @ 213-485-1062). In order to minimize potential building design changes, the applicant should contact

DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All new driveways should be Case 2 driveways and any security gates should be a minimum of 20 feet from the property line. All truck loading and unloading should take place on site with no vehicles backing into the project from public streets via any of the project driveways. The applicant should also check with The Department of City Planning regarding the project's driveway placement and design.

4. Worksite Traffic Control Requirements

DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/what-we-do/plan-review> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

5. Transportation Impact Assessment (TIA) Fee

Pursuant to Section 1.D.2 of the Fee Ordinance No. 186105 as authorized by the Coastal Transportation Corridor Specific Plan (CTC SP), an applicant for a project within the Specific Plan area, except as exempted, shall pay, or guarantee payment of a TIA Fee prior to issuance of any building permit. Applicable fee rates are identified in the TIA Fee Table of the Fee Ordinance. In addition, credit for affordable housing units can be granted as detailed in Section D.3.b.i of Ordinance No. 186105. The applicable fee for the proposed project has been determined as follows:

Land Use/ TIA fee Rate:

Apartment = \$4,720.00 / dwelling unit

Retail/ Restaurant = \$13,561.00 / ksf

Proposed Use:

*Apartment: (321 Market Rate DU) \* (\$4,720.00/ DU) = \$1,515,120.00*

*Restaurant: (10.783 ksf) \* (\$13,561.00/ ksf) = \$146,228.26*

*Apartment: (41 Affordable DU) \* - (2 x \$4,720.00/ DU) = -\$387,040.00*

*Subtotal Proposed TIA Fee = \$1,274,308.26*

Existing Use:

*Retail: (23.223 ksf) \* (\$13,561.00/ ksf) = \$314,927.10*

*Restaurant: (9.448 ksf) \* (\$13,561.00/ ksf) = \$128,124.33*

*Subtotal Existing TIA Fee (for credit) = \$443,051.43*

**TOTAL TIA fee = \$831,256.83**

Pursuant to Section 1.C.4 of the Fee Ordinance No. 186105 as authorized by the WLA TIMP SP, the Transportation Cost Factor shall be increased (or decreased) as of January



1 of each year by the amount of the percentage increase (or decrease) in the most recently available City Building Code Index, as determined by DOT. Therefore, the actual TIA Fee may vary depending upon when payment is made to DOT.

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 me, Valeria Ceja or Pedro Ayala (213) 485-1062.

Attachments

c: Jason Douglas, Len Nguyen, Council District No. 11  
Chuanzhe Song, DCP  
Tim Fremaux, Rudy Guevara, DOT  
Mike Patonai, Oscar Gutierrez, BOE  
Jason Shender, David Shender, Linscott, Law & Greenspan, Engineers

carrierojohnson + cullors  
ARCHITECTS PLANNERS ENGINEERS & DESIGNERS

SEPULVEDA & CENTINELA  
6501 S. SEPULVEDA BLVD.



**FLOOR #1 SUMMARY**

RESIDENTIAL AREA	6,307 SF
COMMERCIAL AREA	10,780 SF
PARKING UTILITY STORAGE	81,888 SF
GROUND FLOOR PLAZA	3,447 SF (OPEN TO SKY)
GROUND FLOOR AREAS	1,231 SF (INTERIOR)

**FLOOR #1 PARKING PROVIDED - 111 SPACES**

RESIDENTIAL STANDARD SPACES	37
RESIDENTIAL TANDEN SPACES	5
RESIDENTIAL COMPACT SPACES	21
RESIDENTIAL ACCESSIBLE SPACES	8
COMMERCIAL STANDARD SPACES	37
COMMERCIAL COMPACT SPACES	2
COMMERCIAL ACCESSIBLE SPACES	1

PROJECT NO:  
DATE:  
BY: [Signature]  
CHECKED: [Signature]  
APPROVED: [Signature]  
DATE: [Date]  
SCALE: 1" = 10' (PLAN)  
TITLE:

LEVEL 1  
FLOOR PLAN  
004



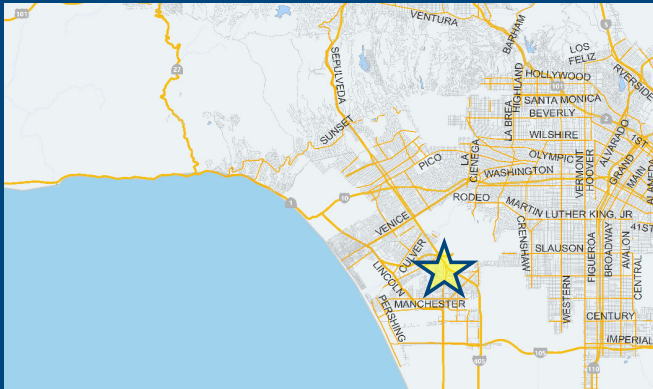
## CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

Project: Sepulveda/Centinela Mixed-Use  
 Scenario: Proposed Project  
 Address: 6501 S SEPULVEDA BLVD, 90045



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	
Retail   High-Turnover Sit-Down Restaurant	9.448	ksf	+
Retail   General Retail	23.223	ksf	
Retail   High-Turnover Sit-Down Restaurant	9.448	ksf	

☐ Click here to add a single custom land use type (will be included in the above list)

## Proposed Project Land Use

Land Use Type	Value	Unit	
Retail   High-Turnover Sit-Down Restaurant	10.783	ksf	+
Housing   Multi-Family	321	DU	
Retail   High-Turnover Sit-Down Restaurant	10.783	ksf	
Housing   Affordable Housing - Family	41	DU	

☐ Click here to add a single custom land use type (will be included in the above list)

## Project Screening Summary

Existing Land Use	Proposed Project
<b>1,884</b> Daily Vehicle Trips	<b>2,946</b> Daily Vehicle Trips
<b>14,153</b> Daily VMT	<b>21,390</b> 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 **1,062**  
Net Daily Trips

The net increase in daily VMT ≤ 0 **7,237**  
Net Daily VMT

The proposed project consists of only retail land uses ≤ 50,000 square feet total. **10.783**  
ksf

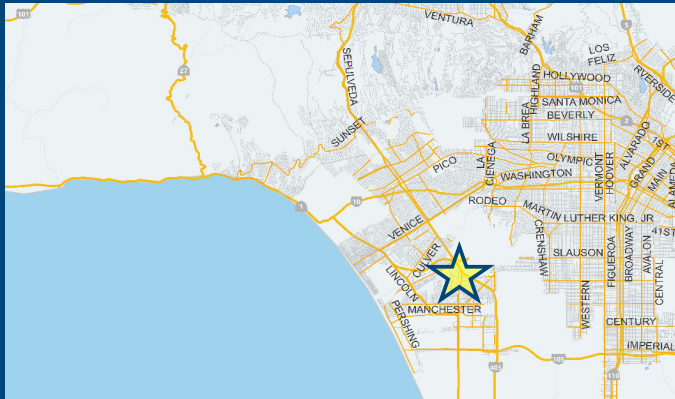
**The proposed project is required to perform VMT analysis.**

## CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



## Project Information

Project: Sepulveda/Centinela Mixed-Use  
 Scenario: Proposed Project  
 Address: 6501 S SEPULVEDA BLVD, 90045



Proposed Project Land Use Type	Value	Unit
Housing   Multi-Family	321	DU
Retail   High-Turnover Sit-Down Restaurant	10.783	ksf
Housing   Affordable Housing - Family	41	DU

## TDM Strategies

Select each section to show individual strategies

Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

Max Home Based TDM Achieved?

Proposed Project

No

With Mitigation

No

Max Work Based TDM Achieved?

No

No

**A** **Parking**

Reduce Parking Supply  city code parking provision for the project site  
☒ Proposed Prj ☐ Mitigation  actual parking provision for the project site

Unbundle Parking  monthly parking cost (dollar) for the project site  
☐ Proposed Prj ☐ Mitigation

Parking Cash-Out  percent of employees eligible  
☐ Proposed Prj ☐ Mitigation

Price Workplace Parking  daily parking charge (dollar)  
☐ Proposed Prj ☐ Mitigation  percent of employees subject to priced parking

Residential Area Parking Permits  cost (dollar) of annual permit  
☐ Proposed Prj ☐ Mitigation

**B** **Transit**

**C** **Education & Encouragement**

**D** **Commute Trip Reductions**

**E** **Shared Mobility**

**F** **Bicycle Infrastructure**

**G** **Neighborhood Enhancement**

## Analysis Results

Proposed Project

With Mitigation

2,650  
Daily Vehicle Trips2,650  
Daily Vehicle Trips19,243  
Daily VMT19,243  
Daily VMT7.1  
Household VMT  
per Capita7.1  
Household VMT  
per CapitaN/A  
Work VMT  
per EmployeeN/A  
Work VMT  
per Employee

## Significant VMT Impact?

Household: No  
Threshold = 7.4  
15% Below APCHousehold: No  
Threshold = 7.4  
15% Below APCWork: N/A  
Threshold = 11.1  
15% Below APCWork: N/A  
Threshold = 11.1  
15% Below APC

Table 5-2  
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]  
WEEKDAY AM AND PM PEAK HOURS

19-Aug-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2021 EXISTING			YEAR 2021 EXISTING W/ PROJECT				YEAR 2026 FUTURE W/O PROJECT			YEAR 2026 FUTURE W/ PROJECT				YEAR 2026 FUTURE W/ PROJECT + IMPROVEMENTS			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
1	Bluff Creek Drive - Major Street / Centinela Avenue (Signalized)	NB Left	AM	43.3	D	13.1	43.3	D	13.1	0.0	43.8	D	18.1	43.8	D	18.1	0.0	--	--	--	--
			PM	40.3	D	31.0	40.3	D	31.0	0.0	40.5	D	33.4	40.5	D	33.4	0.0	--	--	--	--
		NB Through	AM	37.6	D	8.2	37.6	D	8.2	0.0	37.6	D	8.7	37.6	D	8.7	0.0	--	--	--	--
			PM	38.1	D	29.1	38.1	D	29.1	0.0	38.1	D	30.8	38.1	D	30.8	0.0	--	--	--	--
		NB Right	AM	31.1	C	18.7	31.1	C	19.7	1.0	31.2	C	21.7	31.2	C	22.7	1.0	--	--	--	--
			PM	35.1	D	191.8	35.2	D	194.6	2.8	35.8	D	215.1	35.9	D	218.1	3.0	--	--	--	--
		SB Left	AM	38.8	D	36.7	38.9	D	40.2	3.5	38.9	D	40.2	39.0	D	43.7	3.5	--	--	--	--
			PM	40.3	D	57.7	40.6	D	67.5	9.8	40.6	D	63.9	40.9	D	73.9	10.0	--	--	--	--
		SB Through	AM	40.4	D	137.0	40.4	D	137.0	0.0	40.5	D	144.9	40.5	D	144.9	0.0	--	--	--	--
			PM	38.0	D	24.7	38.0	D	24.7	0.0	38.0	D	25.9	38.0	D	25.9	0.0	--	--	--	--
		SB Right	AM	40.5	D	134.3	40.5	D	134.3	0.0	40.7	D	142.0	40.7	D	142.0	0.0	--	--	--	--
			PM	38.6	D	44.5	38.6	D	44.5	0.0	38.6	D	46.9	38.6	D	46.9	0.0	--	--	--	--
		EB Left	AM	16.3	B	45.1	16.4	B	45.2	0.1	17.7	B	50.4	17.8	B	50.5	0.1	--	--	--	--
			PM	14.8	B	54.5	14.8	B	54.7	0.2	15.3	B	59.0	15.3	B	59.0	0.0	--	--	--	--
		EB Through	AM	13.7	B	112.9	13.8	B	113.8	0.9	13.9	B	128.5	14.0	B	129.2	0.7	--	--	--	--
			PM	17.4	B	335.6	17.4	B	337.3	1.7	18.2	B	375.4	18.2	B	377.2	1.8	--	--	--	--
		EB Right	AM	14.1	B	112.7	14.1	B	113.4	0.7	14.3	B	128.0	14.3	B	128.6	0.6	--	--	--	--
			PM	18.5	B	344.0	18.6	B	345.8	1.8	19.6	B	385.3	19.6	B	387.2	1.9	--	--	--	--
2	Arizona Avenue / Centinela Avenue (Signalized)	NB Right	AM	24.8	C	43.9	31.5	C	89.7	45.8	25.0	C	46.4	32.9	C	95.4	49.0	--	--	--	--
			PM	61.4	E	189.5	90.4	F	252.6	63.1	73.1	E	215.8	103.7	F	281.5	65.7	--	--	--	--
		EB Through	AM	10.7	B	72.0	10.7	B	73.1	1.1	10.9	B	79.7	10.9	B	80.5	0.8	--	--	--	--
			PM	14.4	B	212.4	14.5	B	215.0	2.6	16.6	B	263.9	16.7	B	267.0	3.1	--	--	--	--
		EB Right	AM	11.3	B	76.2	11.4	B	76.7	0.5	11.6	B	84.1	11.6	B	84.6	0.5	--	--	--	--
			PM	17.1	B	232.4	17.3	B	234.6	2.2	21.3	C	298.5	21.7	C	302.8	4.3	--	--	--	--
3	Arizona Avenue / Arizona Avenue Driveway (Unsignalized)	WB Left	AM	21.5	C	28.5	21.6	C	33.7	5.2	21.5	C	30.1	21.7	C	35.3	5.2	--	--	--	--
			PM	21.4	C	27.5	21.8	C	40.0	12.5	21.5	C	29.0	21.9	C	41.7	12.7	--	--	--	--
		WB Through	AM	10.4	B	220.6	10.8	B	228.8	8.2	27.3	F	458.2	30.0	F	491.3	33.1	--	--	--	--
			PM	4.1	A	46.3	4.1	A	46.8	0.5	4.3	A	54.4	4.3	A	55.7	1.3	--	--	--	--
3	Arizona Avenue / Arizona Avenue Driveway (Unsignalized)	SB Left/Through	AM	7.5	A	5.0	7.5	A	5.0	0.0	7.5	A	5.0	7.5	A	5.0	0.0	--	--	--	--
		WB Left/Right	AM	8.6	A	2.5	8.9	A	5.0	2.5	8.7	A	2.5	8.9	A	7.5	5.0	--	--	--	--
			PM	9.2	A	2.5	9.3	A	5.0	2.5	9.2	A	2.5	9.3	A	5.0	2.5	--	--	--	--

Table 5-2 (Continued)  
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]  
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2021 EXISTING			YEAR 2021 EXISTING W/ PROJECT				YEAR 2026 FUTURE W/O PROJECT			YEAR 2026 FUTURE W/ PROJECT				YEAR 2026 FUTURE W/ PROJECT + IMPROVEMENTS			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
4	Sepulveda Boulevard / Green Valley Circle (Signalized)	NB Through	AM	23.2	C	527.0	23.3	C	531.4	4.4	24.6	C	576.2	24.8	C	580.9	4.7	--	--	--	--
			PM	19.0	B	354.3	19.0	B	355.8	1.5	19.8	B	389.8	19.8	B	391.3	1.5	--	--	--	--
		NB Right	AM	17.1	B	221.8	17.1	B	221.8	0.0	17.6	B	241.1	17.6	B	241.1	0.0	--	--	--	--
			PM	21.3	C	368.0	21.3	C	368.0	0.0	23.6	C	434.6	23.6	C	434.6	0.0	--	--	--	--
		SB Left	AM	48.0	D	91.2	48.0	D	91.2	0.0	48.3	D	101.7	48.3	D	101.7	0.0	--	--	--	--
			PM	51.5	D	177.0	51.5	D	177.0	0.0	55.2	E	210.8	55.2	E	210.8	0.0	--	--	--	--
		SB Through	AM	6.4	A	111.4	6.4	A	112.0	0.6	6.6	A	123.0	6.6	A	123.9	0.9	--	--	--	--
			PM	8.1	A	237.6	8.1	A	239.3	1.7	8.4	A	259.3	8.4	A	261.0	1.7	--	--	--	--
		WB Left	AM	46.7	D	251.4	46.7	D	251.4	0.0	53.9	D	330.2	53.9	D	330.2	0.0	--	--	--	--
			PM	97.7	F	567.7	97.7	F	567.7	0.0	126.5	F	688.5	126.5	F	688.5	0.0	--	--	--	--
		WB Right	AM	33.1	C	242.1	33.1	C	242.1	0.0	35.5	D	298.7	35.5	D	298.7	0.0	--	--	--	--
			PM	36.6	D	321.0	36.6	D	321.0	0.0	38.6	D	356.8	38.6	D	356.8	0.0	--	--	--	--
5	Sepulveda Boulevard / Centinela Avenue (Signalized)	NB Left	AM	516.5	F	1515.0	525.0	F	1537.3	22.3	329.0	F	1017.1	334.6	F	1032.3	15.2	--	--	--	--
			PM	94.4	F	384.2	106.2	F	417.1	32.9	53.5	D	231.9	54.7	D	241.5	9.6	--	--	--	--
		NB Through	AM	47.8	D	530.3	47.8	D	530.3	0.0	113.7	F	1041.5	113.7	F	1041.5	0.0	--	--	--	--
			PM	36.2	D	322.0	36.2	D	322.0	0.0	47.0	D	549.0	47.0	D	549.0	0.0	--	--	--	--
		NB Right	AM	11.1	B	341.7	11.1	B	341.7	0.0	130.1	F	1026.8	130.1	F	1026.8	0.0	--	--	--	--
			PM	13.7	B	372.2	13.7	B	372.2	0.0	56.1	E	518.7	56.1	E	518.7	0.0	--	--	--	--
		SB Left	AM	47.7	D	37.5	47.7	D	37.5	0.0	47.8	D	39.4	47.8	D	39.4	0.0	--	--	--	--
			PM	49.9	D	124.5	49.9	D	124.5	0.0	50.2	D	131.6	50.2	D	131.6	0.0	--	--	--	--
		SB Through	AM	34.3	C	232.2	34.3	C	233.6	1.4	34.8	C	249.6	34.8	C	251.0	1.4	--	--	--	--
			PM	104.3	F	871.4	106.7	F	884.9	13.5	138.2	F	1066.9	140.7	F	1081.5	14.6	--	--	--	--
		SB Right	AM	33.7	C	166.8	33.7	C	166.8	0.0	36.8	D	242.7	36.8	D	242.7	0.0	--	--	--	--
			PM	31.2	C	83.9	31.2	C	83.9	0.0	31.9	C	106.2	31.9	C	106.2	0.0	--	--	--	--
		EB Left	AM	46.3	D	44.8	47.5	D	91.8	47.0	46.8	D	62.4	48.0	D	110.2	47.8	--	--	--	--
			PM	48.3	D	120.8	48.9	D	141.1	20.3	56.8	E	219.1	62.0	E	246.1	27.0	--	--	--	--
		EB Through	AM	39.1	D	167.6	39.2	D	175.1	7.5	39.4	D	183.7	39.6	D	190.7	7.0	--	--	--	--
			PM	55.1	E	420.9	55.8	E	425.6	4.7	79.3	F	557.3	80.9	F	564.9	7.6	--	--	--	--
		EB Right	AM	28.6	C	206.4	28.6	C	206.4	0.0	29.0	C	219.2	29.0	C	219.2	0.0	--	--	--	--
			PM	116.6	F	927.2	116.6	F	927.2	0.0	205.5	F	1434.0	205.5	F	1434.0	0.0	--	--	--	--
		WB Left	AM	49.7	D	160.9	49.8	D	163.0	2.1	50.7	D	178.2	50.9	D	180.4	2.2	--	--	--	--
			PM	115.9	F	419.9	119.6	F	429.4	9.5	156.4	F	523.5	160.8	F	534.7	11.2	--	--	--	--
		WB Through	AM	188.3	F	1096.4	189.3	F	1101.1	4.7	248.5	F	1391.1	249.5	F	1396.1	5.0	--	--	--	--
			PM	40.7	D	236.1	40.8	D	238.5	2.4	41.7	D	256.4	41.8	D	258.7	2.3	--	--	--	--
		WB Right	AM	189.1	F	1066.9	190.1	F	1071.6	4.7	250.1	F	1358.8	251.2	F	1363.3	4.5	--	--	--	--
			PM	41.1	D	226.6	41.2	D	228.7	2.1	42.1	D	245.4	42.2	D	247.4	2.0	--	--	--	--

Table 5-2 (Continued)  
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]  
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2021 EXISTING			YEAR 2021 EXISTING W/ PROJECT				YEAR 2026 FUTURE W/O PROJECT			YEAR 2026 FUTURE W/ PROJECT				YEAR 2026 FUTURE W/ PROJECT + IMPROVEMENTS			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
6	Sepulveda Boulevard / Sepulveda Boulevard Driveway (Unsignalized)	EB Right	AM PM	17.2 94.9	C F	2.5 25.0	18.6 126.5	C F	12.5 50.0	10.0 25.0	18.4 154.4	C F	2.5 37.5	20.1 227.2	C F	12.5 70.0	10.0 32.5	-- --	-- --	-- --	-- --
7	Sepulveda Boulevard / Center Drive (Signalized)	NB Left	AM PM	-- --	-- --	-- --	-- --	-- --	-- --	-- --	68.3 62.7	E E	8.2 34.9	68.3 62.7	E E	8.2 34.9	0.0 0.0	-- --	-- --	-- --	-- --
		NB Through	AM PM	24.4 15.2	C B	470.7 190.2	24.5 15.3	C B	472.7 192.1	2.0 1.9	34.6 19.4	C B	729.6 271.4	35.8 19.6	D B	742.0 274.7	12.4 3.3	-- --	-- --	-- --	-- --
		NB Right	AM PM	3.0 2.8	A A	66.8 40.2	3.0 2.8	A A	66.8 40.2	0.0 0.0	8.7 7.2	A A	99.9 58.7	8.8 7.2	A A	100.8 58.8	0.9 0.1	-- --	-- --	-- --	-- --
		SB Left	AM PM	51.0 12.3	D B	141.8 68.6	56.9 12.6	E B	155.8 69.8	14.0 1.2	52.5 53.2	D D	244.7 224.3	52.9 53.2	D D	249.6 225.7	4.9 1.4	-- --	-- --	-- --	-- --
		SB Through	AM PM	10.1 26.5	B C	174.6 621.8	10.1 27.0	B C	178.4 626.8	3.8 5.0	11.7 32.5	B C	252.3 918.7	11.9 32.9	B C	256.0 924.8	3.7 6.1	-- --	-- --	-- --	-- --
		SB Right	AM PM	-- --	-- --	-- --	-- --	-- --	-- --	-- --	12.2 40.0	B D	257.8 989.5	12.4 40.5	B D	262.0 997.3	4.2 7.8	-- --	-- --	-- --	-- --
		EB Left/Through/Right	AM PM	-- --	-- --	-- --	-- --	-- --	-- --	-- --	63.3 63.7	E E	81.8 48.9	63.3 63.7	E E	81.8 48.9	0.0 0.0	-- --	-- --	-- --	-- --
		WB Left	AM PM	23.9 25.1	C C	7.4 67.7	23.9 25.1	C C	7.4 67.7	0.0 0.0	44.6 45.7	D D	17.7 161.0	44.5 45.7	D D	17.7 161.0	0.0 0.0	-- --	-- --	-- --	-- --
		WB Through	AM PM	-- --	-- --	-- --	-- --	-- --	-- --	-- --	44.4 43.9	D D	11.1 84.7	44.3 43.9	D D	11.1 84.7	0.0 0.0	-- --	-- --	-- --	-- --
		WB Right	AM PM	23.1 28.0	C C	134.0 260.2	23.2 28.3	C C	136.5 265.1	2.5 4.9	37.2 44.4	D D	244.7 367.9	36.9 44.9	D D	246.5 374.7	1.8 6.8	-- --	-- --	-- --	-- --
8	Sepulveda Boulevard / Howard Hughes Parkway (Signalized)	NB Through	AM PM	42.0 19.1	D B	602.9 220.8	42.3 19.2	D B	606.1 222.2	3.2 1.4	62.1 19.7	E B	760.0 240.2	62.5 19.7	E B	763.0 240.8	3.0 0.6	23.3 20.8	C C	487.4 248.7	-272.6 8.5
		NB Right	AM PM	244.4 85.6	F F	2113.8 867.4	244.4 85.6	F F	2113.8 867.4	0.0 0.0	277.1 106.0	F F	2380.3 1021.8	277.1 106.0	F F	2380.3 1021.8	0.0 0.0	161.5 124.1	F F	1733.5 1118.9	-646.8 97.1
		SB Left	AM PM	103.1 1099.0	F F	166.0 1193.2	119.4 1111.0	F F	187.1 1204.7	21.1 11.5	226.4 1343.2	F F	308.1 1426.2	250.2 1355.2	F F	333.9 1437.6	25.8 11.4	125.9 55.6	F E	242.5 379.3	-65.6 -1046.9
		SB Through	AM PM	12.4 24.3	B C	186.5 535.0	12.4 24.4	B C	188.3 536.0	1.8 1.0	12.8 32.2	B C	205.2 645.9	12.8 32.4	B C	207.1 648.6	1.9 2.7	7.8 10.1	A B	143.6 321.7	-61.6 -324.2
		WB Left	AM PM	25.7 24.5	C C	241.5 205.0	25.7 24.5	C C	241.5 205.0	0.0 0.0	26.1 24.8	C C	254.0 214.7	26.5 24.8	C C	256.2 214.7	2.2 0.0	43.2 58.9	D E	320.8 319.6	66.8 104.9
		WB Right	AM PM	22.4 18.7	C B	10.2 75.9	22.5 18.9	C B	127.9 82.2	117.7 6.3	26.2 19.5	C B	219.0 109.7	26.4 19.7	C B	222.9 116.5	3.9 6.8	44.3 18.7	D B	286.6 112.8	67.6 3.1



Table 5-2 (Continued)  
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]  
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2021 EXISTING			YEAR 2021 EXISTING W/ PROJECT				YEAR 2026 FUTURE W/O PROJECT			YEAR 2026 FUTURE W/ PROJECT				YEAR 2026 FUTURE W/ PROJECT + IMPROVEMENTS			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
9	Bristol Parkway / Centinela Avenue (Signalized)	SB Left	AM	34.1	C	31.3	34.1	C	31.3	0.0	34.6	C	60.1	34.6	C	60.1	0.0	--	--	--	--
			PM	38.2	D	228.0	38.2	D	228.0	0.0	38.9	D	247.4	38.9	D	247.4	0.0	--	--	--	--
		SB Right	AM	23.7	C	94.6	23.7	C	96.4	1.8	24.6	C	142.3	24.6	C	144.2	1.9	--	--	--	--
			PM	29.2	C	321.3	29.4	C	325.7	4.4	30.8	C	361.1	31.0	C	365.8	4.7	--	--	--	--
		EB Left	AM	26.3	C	188.6	27.7	C	193.7	5.1	43.8	D	235.6	46.2	D	244.0	8.4	--	--	--	--
			PM	10.0	B	74.7	10.1	B	75.4	0.7	10.7	B	99.3	10.7	B	99.8	0.5	--	--	--	--
		EB Through	AM	8.7	A	101.7	8.7	A	103.5	1.8	8.8	A	112.7	8.9	A	115.2	2.5	--	--	--	--
			PM	12.8	B	350.9	12.8	B	351.7	0.8	13.6	B	389.4	13.6	B	389.5	0.1	--	--	--	--
		WB Through	AM	28.9	C	528.4	29.0	C	529.6	1.2	31.2	C	587.7	31.3	C	589.6	1.9	--	--	--	--
			PM	20.2	C	212.3	20.3	C	214.4	2.1	20.7	C	231.1	20.7	C	233.2	2.1	--	--	--	--
		WB Right	AM	31.0	C	469.9	31.0	C	469.9	0.0	33.6	C	520.0	33.6	C	520.0	0.0	--	--	--	--
			PM	19.6	B	144.5	19.6	B	144.5	0.0	20.6	C	189.5	20.6	C	189.5	0.0	--	--	--	--

[1] Pursuant to the *LADOT Transportation Assessment Guidelines*, July 2020 and *City of Culver City Transportation Study Criteria and Guidelines*, July 2020, the Highway Capacity Manual (HCM) methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing.

[2] Control delay reported in seconds per vehicle.

[3] Signalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)

<= 10

> 10-20

> 20-35

> 35-55

> 55-80

> 80

LOS

A

B

C

D

E

F

Unsignalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)

<= 10

> 10-15

> 15-25

> 25-35

> 35-50

> 50

LOS

A

B

C

D

E

F

[4] The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles, however an average vehicle length of 25 feet was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet.

[5] Represents the change in calculated maximum back of queue (in feet) due to the addition of Project-related traffic.



CUSTOMERS FIRST

Eric Garcetti, Mayor

Board of Commissioners

Cynthia McClain-Hill, President

Susana Reyes, Vice President

Jill Banks Barad

Mia Lehrer

Nicole Neeman Brady

Susan A. Rodriguez, Secretary

Martin L. Adams, General Manager and Chief Engineer

November 13, 2020

Map No. 104-168

Mr. Anthony Navarrete  
600 Wilshire Boulevard, Suite 1470  
Los Angeles, California 90017

Dear Mr. Navarrete:

Subject: Water Availability-Will Serve  
6501 South Sepulveda Boulevard  
APN: 4110-001-006, 007, & 024, Rancho Sausal Redondo Tract

This is in reply to your request regarding water availability for the above-mentioned location. This property can be supplied with water from the municipal system subject to the Water System rules of the Los Angeles Department of Water and Power (LADWP). It is also subject to all conditions set by LADWP.

Should you require additional information, please contact Ms. Cynthia Taylor at (213) 367-1306. Correspondence may be addressed to:

LADWP  
P.O. Box 51111, Room 1425  
Los Angeles, California 90051-5700

Sincerely,



Liz Gonzalez  
Manager - Business Arrangements  
Water Distribution Engineering

CT:rp  
c: Ms. Cynthia Taylor

# MITIGATION MONITORING PROGRAM

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## 1. INTRODUCTION

This Mitigation Monitoring Program (MMP) has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a “reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” In addition, Section 15097(a) of the State CEQA Guidelines requires that a public agency adopt a program for monitoring or reporting mitigation measures and project revisions that are required to mitigate or avoid significant environmental effects. This MMP has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the State CEQA Guidelines.

The City of Los Angeles (City) is the Lead Agency for the Project and therefore, is responsible for administering and implementing the MMP. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation. However, until mitigation measures have been completed, the Lead Agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

A Sustainable Communities Environmental Assessment (SCEA) has been prepared to address the potential environmental impacts of the Project. Where appropriate, the SCEA identified mitigation measures to avoid or reduce potentially significant environmental impacts of the Project. This MMP is designed to monitor the implementation of the mitigation measures identified for the Project.

## 2. ORGANIZATION

As shown on the pages below, each identified mitigation measure and/or Project Design Feature (PDF) for the Project is listed and categorized by environmental issue area, with accompanying discussion of the following:

**Enforcement Agency** – the agency with the power to enforce the mitigation measure and/or PDF

**Monitoring Agency** – the agency to which reports involving feasibility, compliance, implementation, and development are made, or who physically monitors the Project for compliance with the mitigation measure and/or PDF

**Monitoring Phase** – the phase of the Project during which the mitigation measure and/or PDF shall be monitored. Examples include the following general categories:

- Pre-Construction, including the design phase
- Construction
- Pre-Operation
- Operation (Post-construction)

**Monitoring Frequency** – the frequency of which the mitigation measure and/or PDF shall be monitored

**Action Indicating Compliance** – the action of which the enforcement or monitoring agency indicates that compliance with the required mitigation measure and/or PDF has been implemented

The Project Applicant shall be responsible for implementing all mitigation measures and/or PDFs unless otherwise noted and shall be obligated to provide documentation concerning the implementation of the listed mitigation measures and/or PDFs to the appropriate monitoring agency and the appropriate enforcement agency. All departments listed in the MMP are within the City unless otherwise noted. It is noted that while certain agencies outside of the City may be listed as the monitoring/enforcement agencies for individual mitigation measures and/or PDFs listed in this MMP, the City, as the Lead Agency for the Project, is responsible for overseeing and enforcing implementation of the MMP as a whole.

### **3. ADMINISTRATIVE PROCEDURES AND ENFORCEMENT**

This MMP shall be enforced throughout all phases of the Project. The Project Applicant shall be responsible for implementing each mitigation measure and/or PDF and shall be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that each mitigation measure and/or PDF has been implemented. The Project Applicant shall maintain records demonstrating compliance with each mitigation measure and/or PDF. Such records shall be made available to the City upon request.

Further, specifically during the construction phase and prior to the issuance of building permits, the Project Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of mitigation measures and/or PDFs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Project Applicant's compliance with the mitigation measures and/or PDFs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be

signed by the Project Applicant and Construction Monitor and be included as part of the Project Applicant's Annual Compliance Report. The Construction Monitor shall be obligated to promptly notify the Project Applicant of any non-compliance with the mitigation measures and/or PDFs. If the Project Applicant does not correct the non-compliance within two days from the time of notification, the Construction Monitor shall report such non-compliance to the Enforcement Agency. Any continued non-compliance shall be appropriately addressed by the Enforcement Agency.

#### **4. PROGRAM MODIFICATION**

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the mitigation measures and/or PDFs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with the mitigation measures and/or PDFs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a mitigation measure and/or PDF may be modified or deleted, if the enforcing department or agency or the decision maker for a subsequent discretionary Project-related approval finds that the modification or deletion complies with CEQA, including State CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modification to or deletion of mitigation measures and/or PDFs. Any addendum or subsequent CEQA clearance that may be required in connection with the modification or deletion shall explain why the mitigation measure and/or PDF is no longer needed, not feasible, or the other basis for modifying or deleting the mitigation measure and/or PDF. Under this process, the modification or deletion of a mitigation measure and/or PDF shall not in and of itself require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the mitigation measures and/or PDFs results in a substantial change to the Project or the non-environmental conditions of approval.

## 5. MMP

### 5.1 MITIGATION MEASURES

#### Cultural Resources

##### **CULT-1: Inadvertent Discovery of Archaeological Resources**

- If any archaeological materials are encountered during the course of Project development, all further development activity in the vicinity of the materials shall halt and:
  - The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact;
  - The archaeologist's survey, study, or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource; and
  - The Project Applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study, or report.
- Project development activities may resume once copies of the archaeological survey, study, or report are submitted to:

SCCIC Department of Anthropology  
McCarthy Hall 477  
CSU Fullerton  
800 North State College Boulevard  
Fullerton, CA 92834

- Prior to the issuance of any building permit, the Project Applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the Project Applicant to this condition shall be recorded prior to the issuance of a grading permit.

**Enforcement Agency:** Los Angeles Department of Building and Safety; Los Angeles Department of City Planning

**Monitoring Agency:** Los Angeles Department of Building and Safety

## **Monitoring Phase: Construction**

**Monitoring Frequency:** Once at Project plan check prior to issuance of grading permit (recordation of covenant); ongoing throughout the construction phase; during field inspection

**Action Indicating Compliance:** Issuance of building permit

## **Noise**

**NOISE-1:** The Project shall incorporate the following applicable measures from the 2020-2045 RTP/SCS Mitigation Measure “PMM NOISE-1” (as amended to address Project-specific impacts) to reduce the impact of construction-related noise on the Extended Stay America Hotel and the Sepulveda Boulevard Residences:

- (a) Install temporary noise barriers during construction. Temporary noise barriers shall be installed along the southern perimeter of the Project Site where the existing parking lot abuts the Extended Stay America Hotel Property. The noise barrier shall be at least 20 feet in height and rated for a transmission loss that is no less than 25 dBA. The noise barrier shall not have any gaps or holes between the panels or at the bottom that may compromise its effectiveness. The supporting structure shall be engineered and erected in order to comply with LAMC noise requirements, including those set forth in Chapter XI, Article 2 of the LAMC.
- (b) Schedule construction activities consistent with the allowable hours pursuant to the City of Los Angeles general plan noise element or noise ordinance.
- (c) Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off hours), along with permitted construction days and hours, complain procedures, and who to notify in the event of a problem.
- (d) Notify neighbors and occupants within 300 feet of the Project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.



- (e) Designate an on-site construction complaint and enforcement manager for the Project.
- (f) Ensure that construction equipment is properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. Construction equipment shall comply with noise limits in LAMC Section 112.05.
- (g) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. Construction equipment shall comply with noise limits in LAMC Section 112.05.
- (h) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction. Construction equipment shall comply with noise limits in LAMC Section 112.05.
- (i) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction. Construction equipment shall comply with noise limits in LAMC Section 112.05.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-construction; construction

**Monitoring Frequency:** Once at Project plan check prior to issuance of grading permit; periodic field inspection

**Action Indicating Compliance:** Plan check approval and issuance of grading permit; field inspection sign-off

**NOISE-2:** The Project Applicant shall retain the services of a qualified acoustical/vibration consultant or engineer to review the existing conditions, the proposed construction equipment, and construction plan, including proposed locations of demolition, grading, and construction activities, and to develop and implement a vibration monitoring program capable of documenting and assessing construction-related ground or structure vibration levels in relation to Dinah's Family Restaurant. Pre-construction surveys shall be performed to document the conditions of the Dinah's Family Restaurant building. The vibration monitoring program shall be implemented and recorded during the Project's non-sewer relocation-related demolition, grading, and building construction phases, and shall include the following:

- Documentation, consisting of video and/or photographic documentation of damage-prone areas (i.e., any deteriorated stucco or stone accent cladding) and other character-defining features of historical interest that may reasonably be damaged by construction-related vibrations.
- During non-sewer relocation-related demolition, grading, and building construction phases, a vibration monitoring system shall continuously measure and store the vibration levels in inches per second PPV. The system may measure vibration from a location immediately adjacent to Dinah's Family Restaurant or via sensors located directly on character-defining features of Dinah's Family Restaurant itself. The system shall provide real-time alerts to the designated acoustical/vibration consultant or engineer, or to a construction representative, immediately when a vibration level of 0.2 inches per second PPV is measured.
- In the event the 0.2 inches per second PPV threshold is triggered, or if noticeable architectural damage becomes evident to the Project contractor, work shall immediately stop in the area of the Dinah's Family Restaurant building until the source of vibration generation has been identified and measures have been taken to prevent

vibration-related damage to the building. An inspection of the Dinah's Family Restaurant building for potential architectural damage shall be conducted, the results of which shall be logged. Construction activities may then resume if the acoustical/vibration consultant or engineer and the Project contractor confirm that no vibration-induced damages have occurred. If damage is apparent, the acoustical/vibration consultant or engineer and the Project contractor shall take measures to reduce construction-related vibration levels and ensure that no further damage occurs.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-construction; construction

**Monitoring Frequency:** Once at Project plan check prior to issuance of grading permit; periodic field inspection

**Action Indicating Compliance:** Issuance of grading permit; field inspection sign-off

## **Tribal Cultural Resources**

**TCR-1:** A qualified and certified indigenous tribal member of the Gabrieleño Tongva Indians of California shall provide professional Native American Monitoring for ground-disturbing activities associated with the Project. Ground disturbances including but not limited to the removal of asphalt/cement/slurry, trenching, boring, excavation, auguring, grubbing, tree removal, grading and drilling shall be monitored. The Tribal Monitor will only be required on-site when these ground-disturbing activities occur.

The Tribal Monitor will be responsible for observing all mechanical and hand-labor excavations including paddle scrapers, blade machines, front-end loaders, backhoe, boring, and drill operations, as well as hydraulic and electric chisels. Associated work using tools such as picks and other non-electric or gasoline tools that are not regarded as mechanical will be monitored for their soil disturbances.

Soils that are removed from the work site shall be considered culturally sensitive and shall be subject to inspection. The Tribal Monitor will temporarily hold excavations until a determination is made on the sensitivity of the soil. If the soils are sensitive, a Tribal Monitor will verify the find and notify the Project Applicant.

The Tribal Monitor may make recommendations during the course of the activities when a cultural area has been impacted. The Tribal Monitor will be authorized to halt or redirect excavation activities to another area as an assessment is made.

The Tribal Monitor will provide the Project Applicant a written daily field report that includes photos of his/her accounting of the soil disturbances of the daily activities. The daily report will include observations the Tribal Monitor visually observed at the Project Site at the beginning of each workday (i.e., weather conditions, overnight disturbances).

**Enforcement Agency:** Department of City Planning

**Monitoring Agency:** Department of City Planning

**Monitoring Phase:** Pre-construction; construction

**Monitoring Frequency:** Once at Project plan check prior to issuance of grading permit; periodic field inspection

**Action Indicating Compliance:** Issuance of grading permit; field inspection sign-off

## **5.2. PROJECT DESIGN FEATURES**

### **PDF-1 Oversight of Rehabilitation of Dinah's Building**

The rehabilitation of Dinah's Family Restaurant and the treatment of all of its materials, features, and immediate site, shall be overseen by a Historic Architect meeting the Secretary of the Interior's Professional Qualification Standards in Architecture and/or Historic Architecture.

**Enforcement Agency:** Department of City Planning; Office of Historic Resources

**Monitoring Agency:** Department of City Planning; Office of Historic Resources

**Monitoring Phase:** Pre-construction; construction

**Monitoring Frequency:** Once at Project plan check prior to issuance of grading permit; periodic field inspection

**Action Indicating Compliance:** Issuance of grading permit; field inspection sign-off

## **PDF-2      Treatment of Dinah's Restaurant Signs**

### **a.      Bucket Sign**

The Dinah's Restaurant bucket sign, located at the rear of the Dinah's building, shall be removed from its current location and relocated within the Project Site. The bucket portion of the sign shall either be preserved and integrated somewhere in the Project's open space areas as an art piece, or the bucket sign or a portion thereof shall be relocated in front of the Dinah's building at the southeast corner of the Project Site.

### **b.      Pylon Sign at the Corner of Sepulveda Boulevard and Centinela Avenue**

The Dinah's Fried Chicken sign, located at the corner of Sepulveda Boulevard and Centinela Avenue, shall be removed from its current location and either stored at an appropriate and secure location or donated to a local sign museum.

**Enforcement Agency:** Department of City Planning; Office of Historic Resources

**Monitoring Agency:** Department of City Planning; Office of Historic Resources

**Monitoring Phase:** Pre-construction; construction

**Monitoring Frequency:** Once at Project plan check prior to issuance of grading permit; periodic field inspection

**Action Indicating Compliance:** Issuance of grading permit; field inspection sign-off